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American Railroad Journal.

New York Saturday, January 14, 1871.

The New Mining Locomotives.

The Baldwin Locomotive Works have had on exhibition for the last three days two mining locomotives, ordered for the Wilkesbarre Coal and Iron Company's collieries in the third anthracite coal region. Mr. Parrish wishes to find some substitute for the mule as a carrier in the mine. During a strike or other suspension of work, a large stud of mules is a great expense. A locomotive costs nothing when it is doing nothing, and if well cared for does not grow old. Another outlay is saved in the item of drivers. One man suffices to drive a locomotive; and a few couplers to handle an entire train. The fire box is square and deep, and so little stoking is required, that the fire door need not be opened more than four or five times during the entire day. While the locomotive was standing on the track in the shop, the steam gauge indicated 120 pounds pressure in the boiler, and yet the engineer had laid a damper plate over the chimney hole. Had the chimney remained open, the safety valve would have deafened the shop. It seemed difficult to explain this excellent draft; but it was an evident fact. The machine was run across the floor at various speeds, started with ease, and stopped in the space of a foot or two. There was an appearance of perfect docility about it, which relieved us from all suspicion of accidents underground.

On examining the working gear this little locomotive appeared to be as staunchly built and well finished as any passenger engine, but was entirely without ornament. The wheels were necessarily small, but heavy, with a broad, flat tread, and very light flange. The two cylinders, 9 inches in diameter (inside) by 12 inches stroke, lie under the front end of the boiler. The piston rods play between groups of four square slide rods, and a simply adjusted link motion works just forward of the fire box. The connections are of course inside, on the cranked axle of one of the two pairs of drivers (of 30 inches), which are the only wheels. The fire box and low platform overhangs behind. As coal is always at hand, no coal space is needed, and the water-tank is folded over the top and sides of the boiler, acting as a jacket, and feeling quite hot to the hand.

This tank holds 190 gallons, and the whole engine, with fuel and water, weighs nearly 15,000 pounds. The makers guarantee that it shall haul, under all circumstances, with wet and dirty rails, on a level, 340 gross tons; on a 60 foot gradient, 80 gross tons; and on a 100 foot gradient, 50 gross tons. Under favorable circumstances it will of course do more.

The fire box platform is covered with a light wagon-top roof to guard the engineer's head. The extreme height is 5 feet 4 inches; extreme width, 5 feet 1 inch.

Several engines, somewhat similar to these, have been constructed in Pittsburg, and used in the mines of that neighborhood, giving satisfaction. These are somewhat simplified; but not to such an extent as to interfere with their being taken readily to pieces, examined, or repaired. It is needless to say that they are made with consciencious care, and made strong, to bear rough usage at the hands of ignorant or thoughtless persons.—*U. S. R. R. and Mining Reg.*

The New York Midland Railroad.

A recent article in these columns has maintained, against the volume of unwise and interested croaking, that the general condition of the railroads now building and in operation in this country is noticeably promising and sound. It may be pertinent to particularize somewhat. The New York and Oswego Midland Railroad, by reason of its constitution, history and prospects, is calculated to defy the scrutiny and command the respect of the gentlemen who make it their business to misrepresent and depreciate American railroad stocks. The practical value of this railroad to the magnificent section of country which it traverses, and to the Metropolis in which it terminates, is very great, and could not easily be overstated. It brings New York City forty-five miles nearer Oswego and the great cities of the British Provinces, which are destined, at no long interval, to be named among the United States. It shortens the distance from the Metropolis to Buffalo and the West by seventy miles. It taps the productive coal fields of the Delaware and Hudson Canal Company. It provides the great and fertile Midland counties with means of occupation and development never possessed before. By means of the Montclair Railroad, which, although closely joined in interest with the Midland, is itself an enterprise deserving special mention, a large section of the most picturesque and eligible portion of New Jersey is actually placed in more immediate and intimate relations with this city than the avenues of Brooklyn now occupied with the residences of New York merchants. These are some of the more obvious natural advantages of the New York and Oswego Midland road.

In the simplicity, economy and security of its financial basis we believe the Midland is unsurpassed by any railroad enterprise that can be named. The name of its President, Dewitt C. Littlejohn, is of itself a tower of strength in the region of the Midland counties, where he is best known for his shrewdness, pluck, public spirit, indomitable resolution and incorruptible personal integrity. The bonds are in the hands of Messrs. George Opdyke & Co., than which no financial house stands higher in reputation for substance, weight and honorable dealing. The bonds are issued in a definite proportion to the road actually completed, and certified thereto by the President and Superintendent. The towns and cities which have lent their aid to this enterprise by subscribing, in their corporate capacity, $6,500,000 capital stock, are restrained by a legal enactment from disposing of the stock without the consent of a majority of the individual tax payers. The trustees of the mortgage are Messrs. A. A. Low, George Opdyke, and Delos De Wolfe. Two hundred and twenty miles of the road are now completed and in operation, and making actual earnings more than enough to meet the current mortgage indebtedness. The grading for the entire road is nearly finished.

Here are assurances of the most tangible character that the year 1871 will witness the triumphant completion, upon a basis of the utmost financial security, of another great through route from the metropolis to the West. It is a road which will win from the start its share of the through traffic, which, vast as it now is, must inevitably increase immensely with the general prosperity and development of the country. It creates a lucrative way traffic, according to the evidence already furnished, as fast as it can be built. With these resources it will have to pay dividends on a capital stock of only $6,500,000,

which is secured effectually from getting into the hands of speculators, or undergoing the processes of indefinite depletion which sometimes unsettles the values of railway securities.

These are the facts which authorize the assertion that no railroad project of similar magnitude could have been achieved with greater economy, discretion or dispatch, or with more satisfactory guarantees of a large success.—*N. Y. Standard.*

New York State Canals.

EXTRACT FROM THE REPORT OF THE AUDITOR.

The following statement shows the entire receipts and revenues, from all sources other than taxation, of all the canals for the last fiscal year, and the expenditures and payments for the same period. It also shows the application of the surplus revenues, in accordance with the requirements of the Constitution.

Statement of the revenues of the State canals and the expenses of collection and ordinary repairs, during the fiscal year ending 30th September, 1870:

Receipts:

Tolls		$3,080,893 57
Rent of surplus water		2,129 48
Interest on current revenues		22,420 52
Miscellaneous receipts		1,695 33
		$3,107,138 90

Payments:

To Canal Commissioners for ordinary repairs	$421,455 37	
To contractors for repairs	838,091 13	
To superintendents for repairs	508,171 58	
To collectors for salaries, clerk hire, pay of inspectors & expenses of collectors' office	90,196 47	
To weigh masters	14,299 92	
For salaries chargeable to the annual reven'es, refunding tolls, printing and other miscellaneous payments	73,421 45	
		1,945,035 92
		$1,161,502 98
Reserve for payment of ordinary repairs, advanced by the deposit banks in Albany prior to 30th September, 1870		591,528 37
"Surplus revenue,"		$569,974 61

This balance has been "appropriated and set apart" in accordance with the requirements of article 7 of the Constitution, as follows:

To sinking fund, under section 2	$569,974 61
To sinking fund, under section 3	Nothing.

The following statements will show the financial operations of the canals for the last fiscal year:

Balance in the Treasury and invested October 1, 1869	$3,854,944 59
Received during the year ending 30th September, 1870	4,843,537 09
	$8,698,481 68
Paid during the same period	5,955,039 81
Leaving a balance, 30th September, 1870, of	$2,743,441 87

The above balance is deposited and invested as follows, viz:

Amount deposited in banks	$2,689,642 87
Amount invested in U. S. 10-40's bonds	50,000 00
Real estate, etc., Bank of Corning	3,799 00
	$2,743,441 87

A comparison of the present Canal Debt with that of 1869 will show a reduction during the last year as follows:

Reduction of principal	$598,200 00
Reduction of interest	35,662 00

CANAL DEBT PAYING INTEREST 30TH SEPTEMBER, 1870.

	Principal.	Annual int.
Under article 7, section 1 of the Constitution	$1,106,420 00	$55,321 00
Under article 7, section 3, of the Constitution	9,285,000 00	557,100 00
Under article 7, section 12, of the Constituti'n	1,575,000 00	94,500 00
	$11,966,420 00	$706,921 00

The application of the balances of the several sinking funds which are now in the treasury and temporarily invested, to the payment of the Canal Debt, would reduce it as follows:

Total Canal debt 30th September 1870, $11,966,580 00. Balance of sinking funds 30th September 1870, including temporary investments, $2,149,884 61. Balance of debt after applying all the sinking funds, $9,816,695 39.

By comparing the foregoing statement with that of last year, it will be seen that the gross amount of stock debt has been reduced $598,200 00 during the year, and that the balances in the sinking fund applicable to the payment of this debt have also been reduced $1,063,136 74; consequently the balance of the canal debt after the application of the balances now in the sinking funds, is $464,936 74 more than it was at the close of the previous fiscal year.

The changed condition of the debt and the sinking funds arises from the fact that the surplus revenues of the canals for the last fiscal year, have not been sufficient to afford any contribu ion to the sinking fund, applicable to the payment of this debt, or the interest thereon; therefore, the money in the sinking funds was used for that purpose.

The unpaid and outstanding Canal Debt on the 30th September last, and for which certificates of stocks have been issued, is $12,564,780, maturing as follows: In

1872	$2,257,900 00
1873	5,150,100 00
1874	3,205,420 00
1875	473,000 00
1877	880,000 00
Amount paying interest	$11,966,420 00
Amount not paying interest	160 00
Total debt	$11,966,580 00

The rate of interest on this debt is 5 91-100 per cent.

These stocks were, on the 30th September, 1870, held as follows, viz:

In the United States	$9,929,441 00
In foreign countries	2,036,979 00
	$11,966,420 00

The annual interest on the stock debt, under article seven, section three, of the Constitution is $557,100 00

Amount required to purchase coin for the payment thereof, estimating coin at 10 per cent. premium	55,710 00
	$612,810 00

The balance in the sinking fund applicable to the payment of interest and the redemption of the principal of said debt, on the 30th September, 1870, was $267,786 22, less than the sum required to pay two quarters' interest.

Unless the surplus revenues of the canals are increased, a tax will be necessary to provide for a portion of the interest due on the first day of April, and the entire interest for the balance of the year.

In addition to the above stock indebtedness, as was more fully stated in the last financial report from this Department, the canal revenues are chargeable with a portion of the general fund debt of the State, known as the general fund debt, for which the canals are liable. This debt is now, in accordance with the provisions of section 2 of article 7 of the Constitution, the first lien on the "surplus revenues." The balance of this debt on the 30th September, 1870, was $3,031,050 66.

It will be seen from the preceding statements that, on the 30th day of September last, the aggregate amount of canal indebtedness, for which certificates of stock have been issued and now bearing interest, was $14,997,630 66.

The interest on this debt is payable quarterly, on the first days of January, April, July and October, in gold.

The sum required annually to pay the interest on the above debt, estimating the premium on gold at 10 per cent., is $1,020,671 52.

The following statement shows the aggregate receipts, and payments on account of the ordinary expenses of the canals for the years:

	1869.	1870.
Receipts from tolls etc	$4,161,280 10	$3,107,138 90
Payments to superintendents and repair contractors	$867,412 27	$1,346,272 71
Payments by Canal Commissioners for repairs	267,076 10	421,455 37
Payments to Collectors and their assistants and weigh-masters	90,039 03	104,486 39
Refunding tolls, salaries of officers, etc.	53,980 12	73,421 45
Advanced by deposit banks for ordinary repairs prior to 30th September.	.....	591,528 37
Total expense for the year	$1,278,507 52	$2,537,164 29
Net receipts	$2,882,772 58	$569,974 61

This statement shows a falling off in the toll receipts of the last fiscal year, as compared with those of 1869, of $2,312,797 97, as follows:

Decrease in tolls	$1,054,141 20
Increase in expenditures	1,258,656 77
Decrease in net receipts	$2,312,797 97

The decrease in net receipts for the last fiscal year are without precedent.

For the last quarter of a century, with the exception of 1858 and 1859, the net receipts have not fallen below one million five hundred thousand dollars in any one year. And the annual average for the last ten years has been $3,072,177 35.

The deficiency, as compared with previous years, must be mainly attributed to the reduction of tolls and an increased expenditure for repairs.

Boston and Lowell Railroad.

At the annual meeting of the stockholders of this corportation, held in Boston on the 4th inst., Francis B. Crowninshield, Josiah G. Abbott, William Minot, Jr., Hocum Hosford, and Edward W. Codman, were elected directors for the ensuing year. The following resolution was adopted:

Resolved, That the Directors be and are hereby authorized to issue new stock for the purchase of branch roads, and for the enlargement of terminal facilities in Boston, as recommend by them in the annual report for the year 1870, to the extent of one share for every three shares of old stock now outstanding, and including the amount that may hereafter be outstanding, for the conversion of the balance of the bonds of 1853.

The stockholders voted to accept the acts of the last Legislature relating to the Lexington and Arlington and the Mystic River Railroads.

☞ The new railroad from White Bear to Stillwater, Minn., was formally opened on the 5th inst.

Fitchburg Railroad.

We have been favored with a copy of the report of this company for the fiscal year commencing December 1, 1869, and ending September 30, 1870. The report is made for a period of only ten months, in accordance with an act of the Legislature which requires the annual returns heretofore made on or before the first Wednesday of January, to be hereafter made on or before the first Wednesday of November of each year.

The receipts from operations of this road for ten months ending September 30, 1870, were as follows:

From passengers	$445,777 76
" freight	584,360 25
" mails	8,041 67
" rents and interest	24,960 46
" express	22,797 22
	$1,085,937 27

Expenses, viz:

Repairs of road	$113,165 15	
" bridges	16,884 18	
" locomotives	93,480 43	
" cars	89,992 67	
" structures	38,813 15	
Renewals of iron	62,862 09	
Fuel	85,313 90	
Oil and waste	9,712 10	
Freight expenses	106,743 31	
Passenger expenses	79,828 63	
Switchmen, etc	19,953 54	
Removing ice and snow	3,606 25	
Taxes and insurance	84,014 70	
Gratuities and damages	9,043 53	
Salaries and office exp.	20,238 15	
		833,651 78
Net earnings		$252,285 49

The company have 35 locomotives, 42 passenger, 11 baggage, 399 eight-wheel and 331 four-wheel merchandise cars, and 36 gravel cars. Number of miles run by locomotives, 538,088. Number of passengers carried, 1,630,975; do., carried one mile, 20,328,234. Tons of merchandise carried, 528,846; do., carried one mile, 13,563,559.

The assets of the corporation on the 30th of September last were as follows:

Notes receivable	$118,525 54
Cash	62,514 56
Due from connecting railroads	17,006 47
	$189,046 57

And the liabilities were:

Premium on stock	$32,497 92	
Unclaimed dividends	5,444 00	
Unclaimed State tax	2 81	
U. S. mails	399 36	
		38,344 09
Excess of assets, Sept. 30, 1870		$159,702 48

The corporation also owns real estate purchased for railroad purposes, valued at $201,181 04; also fuel, iron, lumber and other materials for renewals and repairs valued at $111,388 11. The report says:

By act of the Legislature of 1869, we were required to cause new draws of forty four feet in width, to be made forthwith in our railroad bridge over Charles River. Work upon the same was commenced as soon as the necessary plans were made and approved by the Harbor Commissioners. When the draws were partially constructed, a petition was presented to the Legislature, praying for a reduction in the width of all the proposed new draws over Charles River.

As any change would of course affect our plans, we immediately stopped all work upon them. During the latter part of the session of the Legislature, the width was reduced, and fixed at thirty-six feet; it was however, almost impossible for us to continue the work at that late season (the month of June), and it must now necessarily be delayed until the winter months, when navigation of the river can better be suspended.

During the past year, our bridge and wharf over Charles River have been widened by constructing a new wharf on piles of some 1000 feet in length, containing over 30,000 square feet. We have also built, adjoining our solid wharf over Miller's River, a new pile wharf of 1,870 feet in length, containing 62,000 square feet.

We have added three locomotives, two passenger cars, and forty-four eight-wheel freight cars, to our motive power and cars.

One thousand shares of new stock have been issued, and sold at public auction, in accordance with a vote of the stockholders in June last to that effect.

As the owners of the cattle market established at Cambridge more than twenty years ago determined that the cattle business at that place should cease, we were, therefore, obliged to locate and construct a new market for the proper accommodation of that branch of our business.

This market, called the Boston Union Cattle Market, is situated on the Watertown Branch Railroad, near the Arsenal Station, in Watertown.

The cattle yard restaurant, and other necessary buildings, as well as the cattle sheds and yards, are now all in progress. They are to be built in the most approved manner, and we believe, will compare favorably with any similar establishment in the country.

TRIAL BALANCE, Sept. 30, 1870.

Total of construction as per construction accounts		$3,640,000 00
Cattle market and new bridges	40,959 00	
Cash	62,514 56	
Notes receivable	118,525 54	
Fuel	39,341 00	
Stock materials	60,047 11	
Real estate	201,181 04	
Receipts from freight	19,687 25	
		$4,182,255 50
Capital stock		$3,640,000 00
Profit and loss	501,230 63	
Receipts from passengers	2,680 78	
Premiums on new stock	32,497 92	
Unclaimed dividends	5,444 00	
Unclaimed State tax	2 81	
United States mails	399 36	
		$4,182,255 50

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

Railroad Over the Andes.

After an American has been cononized in China for leading the imperial armies to victory against the rebels, and after other Americans have entered the service of Egypt and made its armies effective, it is not strange that still another of our fellow citizens is preserving the peace of Peru. Harry Meigs, this last adventurer, uses the arts of peace, however, and by his extensive railroad undertakings does more to keep the country quiet than any other man in it, by giving employment to the lower classes. That, with good wages and prompt pay, makes them little inclined for fighting for no pay and find themselves. A private letter from Callao says that he has a great number of noted revolutionists under pay, without any employment, excepting drawing their salaries, "by which means he keeps the country quiet;" any other condition would be the death blow to his undertakings. At this time he is building a road from this place to cross the Andes, at a cost of sixty millions. For two years he has maintained peace, and although that is the average duration of that blessing in Peru, so that murmurings of a revolution begin to be heard, it is to be hoped that he will succeed in completing his projects, which will accomplish much in perpetuating the tranquility in which alone the country can prosper.

Of the man undertaking these great things a correspondent writes:—"This Harry Meigs, you will remember, was one of the most enterprising residents of California. He built blocks of houses, ships and railroads, until, embarrassed by some unexpected losses, he suddenly took his departure. The places that knew him once knew him no more, to their sorrow. As suddenly he loomed up in South America, the mighty proprietor of stupendous enterprises, and, what was best of all, he sent heavy remittances to California, discharging every obligation, with interest and often an advance. This proved him an honorable as well as a great man, and the adroitness with which he has secured the interruption of hostilities in and about Callao gives him much credit for generalship."—*N. Y. Herald.*

Finances of New Jersey.

The receipts into the State Treasury for the fiscal year ending October 31, 1870, were $631,303 66; and the disbursements, $562,123 71—leaving a surplus of $69,179 95. About two-thirds of the entire income of the State—irrespective of the annual levy to reduce the war debt—is obtained from three or four railway companies, or from interest upon their securities belonging to the State. Nearly one eighth of the entire receipts comes from riparian sources, leaving less than one-sixth of the aggregate amount from all other sources. The State is thus enabled to meet all its obligations, except the small annual contributions to pay interest on its war bonds, and provide for their gradual extinction, without the imposition of a tax upon corporate or private property, save as to the corporations named. The disbursements include the payment of the only floating debt the State had.

The outstanding indebtedness of the State (War Fund), on the 31st of October was	$2,996,200 00
From which deduct assets in hands of Commisioner of the Sinking Fund	1,115,605 42
Leaving an indebtedness beyond assets	$1,880,594 48

The "State Fund," comprised as it is of bonds and stocks of railway companies, county bonds, &c., now amounts to $1,587,370 44. If to this amount be added the sum in the hands of the Commissioner of the Sinking Fund, an aggregate of $2,702,975 86 is had, or an amount more than sufficient to cancel the entire obligations of the State of all kinds.

The School Fund has received during the year $98,154 56; and disbursed $93,516 59—leaving on hand $4,637 97.

☞ The receipts into the State Treasury of Indiana during the year ending Nov. 30, 1870, (including $373,249 95 from the previous year,) were $485,052 60; and the disbursements therefrom $167,426 21—leaving a balance at the close of the year of $317,626 39. The foreign debt of the State, except $178,000 of war loan bonds, has been redeemed, and the domestic debt, including $3,551,316 of the non-negotiable school fund, has been reduced to $3,970,601.

☞ John A. Poor has been elected Presiden and John Neal Clerk and Treasurer of the Portland, Rutland, Oswego and Chicago Railway Company.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool.....	$427,773	$784,282
" cotton ...	366,681	1,179,025
" silk	664,444	1,722,776
" flax	384,548	664,382
Miscellaneous dry goods..	397,214	703,345
Total entered for consump.	$2,240,660	$5,053,810

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$278,132	$427,212
" cotton ...	76,741	226,315
" silk	145,419	270,084
" flax	252,053	353,614
Miscellaneous dry goods..	70,630	72,849
Total withdrawn from warehouse	$822,975	$1,350,074
Add entered for consump.	2,240,660	5,053,810
Tot. thrown on the market.	$3,063,635	$6,403,884

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	$502,452	$913,801
" cotton ...	245,520	447,691
" silk.....	245,589	768,809
" flax	435,836	574,736
Miscellaneous dry goods..	98,722	175,388
Total entered for wareh'g..	$1,528,119	$2,880,425
Total entered for consump.	2,240,660	5,053,810
Total entered at the port..	$3,768,779	$7,934,235

The imports of foreign dry goods at the port of New York for each month of the years 1869 and 1870 were as follows:

	1869.	1870.
January	$7,661,015	$7,629,753
February	9,201,193	10,796,404
March	13,321,059	12,983,106
April	7,928,674	7,982,484
May	6,993,707	7,221,398
June	4,368,184	4,558,546
July	7,936,470	6,990,722
August	12,775,441	14,002,482
September	8,956,602	11,076,597
October	6,059,108	9,365,558
November	5,746,185	8,957,238
December	3,768,779	7,934,235
Total	$94,726,417	$109,498,523

The following will show the relative proportion of the different classes of fabrics:

	1869.	1870.
Manufactures of wool ..	$28,526,020	$32,355,260
" cotton.	17,482,213	20,977,062
" silk ...	24,995,838	30,004,407
" flax ...	15,261,355	15,580,306
Miscellaneous dry goods	8,460,991	10,581,488
Total imports	$94,726,417	$109,498,523

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1869.	1870.
January.....	$5,066,833	$4,786,668
February	6,857,561	7,568,232
March	9,973,566	9,762,526
April	5,895,912	5,846,662
May	4,755,183	5,819,940
June.	2,975,773	3,436,569
July.....	4,789,069	4,627,472
August.	8,961,771	10,146,200
September.....	5,543,092	8,981,377
October	4,178,511	7,547,625
November	3,828,351	6,488,302
December	2,240,660	5,053,810
Total...	$65,066,232	$80,065,383

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1869.	1870.
January	$2,594,182	$2,843,085
February.	2,343,632	3,228,172
March	3,847,693	3,220,580
April	2,042,762	2,135,822
May	2,238,574	1,401,458
June.	1,392,411	1,121,977
July	3,147,401	2,363,250
August	3,813,670	3,856,282
September	3,413,510	2,095,220
October	1,880,597	1,817,933
November	1,917,834	2,468,936
December	1,528,119	2,880,425
Total	$39,660,185	$29,433,140

The value of foreign dry goods withdrawn from warehouses at the port of New York, is as follows:

	1869.	1870.
January.....	$1,937,274	$1,938,433
February.	2,696,567	3,359,689
March	3,447,321	4,032,585
April	2,188,853	2,864,810
May	1,747,901	2,444,039
June.....	930,157	951,090
July	1,373,457	1,302,710
August.	4,246,681	4,038,510
September	3,399,918	3,267,375
October	2,152,369	1,797,501
November	1,732,828	1,652,124
December.	822,975	1,350,074
Total.	$26,676,303	$28,998,940

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849	$44,135,571	1860	$103,927,100
1850	60,106,375	1861	43,636,689
1851	62,846,731	1862	56,121,227
1852	61,654,144	1863	67,274,547
1853	93,704,211	1864	71,589,752
1854	80,842,936	1865	91,965,138
1855	64,974,062	1866	126,222,855
1856	93,362,893	1867	86,263,643
1857	90,534,129	1868	80,905,834
1858	60,154,509	1869	94,726,417
1859	113,152,824	1870	109,498,523

All of the figures above given represent only the foreign cost of the goods in gold, freight and duty not included.

Finances of Maryland,

From the Report of the Comptroller we learn that the total receipts into the Treasury from all sources (including $445,340 41 from the previous year,) amounted to $2,967,819 34; and the disbursements to $2,475,069 17—leaving a balance in the treasury at the close the year of $492,750 17. The productive and unproductive stocks in which the capital of the State is invested amounts to $28,221,276 98—of which $8,105,568 40 are designated as productive, and $20,115,708 58 as unproductive; of the latter, $218,235 13 are considered as perfectly worthless. The aggregate funded debt of the State, on which interest has to be provided, is $13,317,475 77, of which the sum of $6,052,888 88 is sterling debt, on which the interest is payable in London. To meet these liabilities the State has available assets to the amount of $7,317,420 03, leaving the sum of $6,000,055 74, on which the interest must be provided by taxation until the stocks now styled unproductive shall become remunerative to a sufficient extent to balance the account. The receipts on account of the School Fund during the year (including $2,613 92 from the previous year,) were $88,272 97. The disbursements during the same period were $81,591 69—leaving a balance at the close of the year of $6,681 28. There was received during the fiscal year ended 30th September, 1870, the sum of $89,006 81 to the credit of the Sinking Fund, which is invested in bonds of the "Maryland Defence Loan," bearing interest from July 1, 1870, at 6 per centum per annum. The amount paid for bounties during the fiscal year ended 30th September, 1870, was $233,412 53 of which the largest portion was paid previous to January 1st, 1870. The amount paid on account of pensions was $89,660. In reference to the over due and maturing State bonds, the Comptroller says:

The act of 1870, chapter 275, provides for the renewal of the bonds and certificates of indebtedness of the State due and to become due in the present year, and authorizes the Treasurer "to issue new bends or certificates of debt countersigned by the Comptroller, of like amount, and bearing the same rate of interest, as the bonds for which they may be respectively substituted, with coupons for the semi annual interest thereon, and redeemable in not less than ten nor more than fifteen years, which said new bonds shall be numbered and lettered to correspond with the bonds for which they are substituted," &c. In compliance with this act, the Treasurer has had the new bonds prepared and a large number have, since the close of the fiscal year, been exchanged for the old issue, which latter have been cancelled as directed by said act.

A few of the foreign holders of the old bonds have hesitated at exchanging them for the new issue, probably from fear that the value of the new issue might be impaired by the operation of the Legal Lender act of the United States. Believing this apprehension to be entirely groundless, I have expressed my opinion to that effect in the most decided manner, assuring such holders that the faith of the State would be maintained to the fullest extent, and that no obligation pertaining to the old bonds would be lessened in the smallest degree by the exchange for those authorized by this act.

Porto Alegre and New Hamburg Brazilian Railway Co. Limited.

This Company's capital is to consists of £292,500 in 14,625 shares of £20 each, divided into 4,625 ordinary shares representing £92,500, and 10,000 7 per cent. Preference shares representing £200,000. The present issue consists of 5,000 preference shares, upon which £2 per share is to be paid upon application, and £3 per share upon allotment; any further calls not to exceed £5 per share, nor to be made at less intervals than 3 months.

The object of this Company is to construct a railway about 27 miles long, from Porto Alegre, the capital of the Brazilian province of Sao Pedro do Rio Grand do Sul, to New Hamburg, at the point where the 3 main roads from the interior of the country meet, passing through Sao Leopoldo, said to be one of the largest and most important towns in the German Colonies of the province. For this purpose the Provincial Government has granted a concession, confirmed by Imperial decree of Sept. 2d, 1869, which confers on the Company all the privileges granted to the San Paulo Brazilian Railway Company; stipulates that no other railway can be constructed within 20 miles of this line, and that all the necessary machinery, plant, rolling stock, &c, will be admitted free of duty for ten years; and guarantees 5 per cent. interest for 60 years, payable in gold, on a maximum capital of £292,500, thus securing an annual income of £14,650. In return, the Province reserves the right to purchase the railway after a term of 30 years from the date the line is opened for traffic, on paying the Company such an amount of Brazilian stock as will produce an income equal to the average dividend for the 5 previous years, and in no case inferior to 7 per cent. per annum.

It is therefore proposed to appropriate the above guaranteed interest to the payment, firstly, of a 7 per cent. dividend on the preference shares, which will be due half yearly from the date of allotment, at the rate of 27d. per mil-reis, and may be received in London. Share warrants "to bearer" can also be issued.

The contract entered into with contractors, who, it appears, have already successfully carried out similar works in Brazil, includes the purchase of all necessary lands, and the completion of the line and its delivery to the Company in full working order, inclusive of rolling stock for £280,000, in which sum is also comprised the purchase of the Concessions, with all its rights and privileges. In part payment the contractors will, it seems, take the £92,500 ordinary stock, enabling the Company to issue the 10,000 perference shares, of which the 5,000 now offered for subscription are part.

The Province of Sao Pedro is reputed to be one of the richest and finest in Brazil, and is often termed its "Granary." The German settlers in it supply an extensive and increasing tract of country and many important towns and markets with large quantities of food products. It is considered, certainly, equal in trade and traffic to the adjacent province of Sao Paulo; and the Prospectus draws especial attention to the circumstance that, whereas the Sao Paulo Railway through the Sao Paulo province has cost £24,000 per mile, and earns a net return of 5¼ per cent. per annum, the proposed line, costing less than half as much, owing to the favorable nature of the country, may be reasonably expected to yield fully 11 per cent. per annum. Another advantage for the Porto Alegre Railway is, that the Sao Pedro Province is unincumbered with any debt, its revenue for 1869 showing a surplus of £17,800, and therefore offers good security for the performance of its engagement towards this Company.—*Herapath.*

Finances of the State of New York.

EXTRACTS FROM THE REPORT OF THE COMPTROLLER.

The total funded debt of the State on the 30th of September, 1869 and 1870, was as follows:

	1869.	1870.
General Fund....	$4,694,526 40	$4,040,026 40
Contingent.....	68,000 00	68,000 00
Canal.....	12,564,780 00	11,966,580 00
Bounty.....	25,938,000 00	22,567,000 00
	$43,265,306 40	$38,641,606 40

The amount of the State debt on the 30th September, 1870, after deducting the unapplied balances of the Sinking Fund at that date, was:

	Balances of sinking funds on the 30th Sept., 1870.	Balance of debt after applying Sinking Funds.
General Fund.	$1,008,975 74	$3,031,050 66
Contingent...	17,992 21	50,007 79
Canal	2,149,884 61	9,816,695 39
Bounty.....	3,055,609 58	19,511,390 42
Total.....	$6,232,462 14	$32,409,144 26

The State debt on the 30th September, 1869, after deducting the unapplied balances of the Sinking Funds, amounted to.....$34,848,035 73
On the 30th September, 1870, to... 32,409,144 26

Showing a reduction of. $2,438,891 47

GENERAL FUND DEBT.

The following statement gives the items of the General Fund Debt on the 30th September, 1870:

Astor stock, chap. 302, Laws of 1827, and chap. 86, Laws of 1832.....	$561,500 00
Deficiency loans under chapter 216, Laws of 1848.....	3,237,887 77
Comptroller's bonds.....	66,443 76
Indian annuities.....	122,694 87
Not paying interest.....	51,500 00
	$4,040,026 40

The principal of the debt is payable as follows:

On demand.....	$30,443 76
1875	900,000 00
1878	800,000 00
At pleasure.....	2,258,082 64
Paying interest.....$3,988,526 40	
Not paying interest 51,500 00	
	$4,040,026 40

GENERAL FUND DEBT SINKING FUND.

The following statement gives the receipts and payments on account of the General Fund Debt Sinking Fund, for the fiscal year, ending September 30th, 1870:

Receipts, viz:

Balance in the Treas., Oct. 1, 1869..		$1,370,263 78
Transferred from the Gen. Fund, for interest on money in the treasury during the year.....		72,789 60
		$1,443,053 38

Payments, viz:

Interest on Gen'l Fund Debt.....	$248,190 43	
Redempt'n of State stock 7s, July 1st, 1870....	654,500 00	
Premium on coin, to pay principal and interest of debt.....	93,426 38	
Indian annuities.....	7,361 67	
Premium on coin, to pay annuities, including commissions and exp.	573 77	
		1,004,052 25
Balance in the treasury September 30th, 1870.....		$439,001 13

This is the actual balance appearing on the books at that day, but to ascertain the real available balance, this sum of $439,001 13 is to be increased by the sum of $569,974 61, contributed by surplus canal revenues, under Section 2, Article 7, of the Constitution, and since paid in, making an available balance, as of that day, of $1,008,975 74. The contribution from surplus revenues, September 30, 1870, to this Sinking Fund, to satisfy said Section 2, should have been $1,500,000, instead of the $569,974 61, at which point the surplus was exhausted; but notwithstanding this deficiency of contribution, no tax will be necessary under Section 5 of Article 7, as the Sinking Fund is ample to meet all demands for several years; and long before its exhaustion, it is believed that the contributions from surplus revenues, under Section 2, will provide for both principal and interest.

Lake Superior Copper and Iron Business of 1870.

The product of copper from the mines of Lake Superior, for the year ending Dec. 1, 1870, has been in excess of that of any other year since mining operations were commenced. The mines in the Portage Lake district that have suspended or fallen off in their products, have been more than overbalanced by the enormous and steady yield of the Hecla Calumet, while the product of copper for the past year at the Quincy mine, if anything, is larger than that of the year previous, so that the diminution in yield at the Franklin Pewabic, Huron, South Pewabic, Shelden-Columbian, Portage and Isle Royal, will in no way affect the grand total of shipments for the last year, from Portage Lake; but, on the contrary, the figures show that several hundred tons more of copper were shipped than there was for the year ending Dec. 1, 1869.

The product of copper for the year ending Dec. 1, 1870, in Keweenaw County, is but a few tons less than it was the year previous. There has been a slight falling off in the product of copper in Ontonagon County, as compared with the figures of last year.

Below we give the total shipments of ingot copper and mineral from all the mines of Lake Superior for the past year:

Eagle Harbor, Central Mine....	860
Eagle Harbor, Copper Falls Mine.....	491
Eagle Harbor, Amygadaloid Mine	25
Ontonagon, National	183
Ontonagon, Minnesota.....	256
Ontonagon, Ridge.....	155
Ontonagon, Rockland	64
Ontonagon Evergreen Bluff.....	72
Ontonagon, Caledonia.....	43
Ontonagon, Flint Steel, Aztec, Victoria, Mass, Adventure, &c.....	51
Total.....	824

RECAPITULATION.

	Tons.	Pounds.
Ingot copper shipped from Portage Lake.....	7,456	1,502
Mineral shipped from Portage Lake.	3,307	1,275
Mineral shipped from Eagle River..	1,224	414
Mineral shipped from Eagle Harbor.	1,376	....
Mineral shipped from Ontonagon...	824	....
Total Ingot copper and mineral.	14,188	1,191

Herewith we present ore and pig-iron shipments from the ports of Escanaba and Marquette for the season. They show an increase over those of last year of forty per cent., a fact which speaks for itself. The figures given are all net tons:

ESCANABA SHIPMENTS.

Mine.	Tons.	Mine.	Tons.
Jackson	126,678	Barnum.....	49,162
New York.....	93,371	Forster.....	26,047
Cleveland	94,759	Breitung.....	1,868
Lake Angeline..	59,883	McCumber	117
Total Iron ore.....			451,385

Furnace.	Tons.	Furnace.	Tons.
Pioneer.....	5,242	Morgan	46
Peer Lake.....	2,601	Jackson	6,792
Michigan.....	266	Champion.....	179
Greenwood.....	67		
Total Pig iron.....			15,203

MARQUETTE SHIPMENTS.

Mine.	Tons.	Mine.	Tons.
Lake Superior..	165,802	New England..	27,677
Cleveland.....	51,217	Champion.....	71,649
Washington	75,830	Marquette	3,900
Edwards.....	27,122		
Total Iron ore			423,197

Furnace.	Tons.	Furnace.	Tons.
Morgan Iron Co.	11,925	Collins.....	4,284
Michigan	10,580	Pioneer.....	27
Bancroft.....	3,743		
Total Pig iron			30,559

GRAND TOTAL, ORE AND PIG IRON.

Escanaba	466,588
Marquette.....	453,756
Total.....	929,344

The above figures show that Escanaba is 12,832 tons ahead, including the Jackson furnace. They also show that the Lake Superior is the first, the Cleveland the second, and the Jackson the third mine in the district.—*Houghton Gazette.*

☞ The gross earnings of the Philadelphia and Reading railroad for the year ending November 30, 1870, were $9,571,367; and the gross expenses, $6,508,786—making the net profits $3,062,581. Compared with the previous year, the gross earnings show a decrease of $1,637,014, with a decrease in expenses of $367,527—making the decrease in net profits $1,269,387.

☞ The following gentlemeT have been elected Managers of the Philadelphia and Reading R. R. Co. for the ensuing year: Franklin B. Gowen, H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashurst and Charles E. Smith; President, Franklin B. Gowen; Treasurer, Samuel Bradford; Secretary, J. W. Jones.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 5
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J. A J&O	Jan.'71 1½
Bloesburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Dec. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '70 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov 70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	D.,'70 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,300	J. & J	July'70 5
Central of New Jersey...100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 6? 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Oct. '70 4
Cin, Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'63$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Gen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord..... 50	1,600,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'c Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*.....100	2,380,646	.....	.....
Delaware*..... 50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock; E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,373,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Dec. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	654,600	.....	Jan. '71 3
East Tenn. and Georgia ...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	5,539,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,446	.....	.....
Fitchburg 100	3,640,000	J. & J.	Dce. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Dec. '70 3
Hannical and St. Joseph.100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,830	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov. '70 5
Housatonic.....100	320,000	.....	.....
" pref 100	1,180,000	J. & J.	Dec. '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central 100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 385,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 2
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec '70 5
Michigan Central 100	11,197,348	J. & J.	Dec. '70 5
Middleboro' and Taunton.100	147,200	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' .100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	7,665,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,263	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex* 50	7,880,100	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London.100	738,538	.....	.....
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	5,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Dec.'70 2½
Old Colony & Newport ..100	4,848,320	J. & J.	Dec. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....	7,000,000	J.A.J&O.	Jan. '71 3
Paterson and Ramapo.....100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Aug. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,635,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,053,300	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 5
Portland and Kennebec...100	582,300	J. & J.	Jan '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester.100	1,800,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	2,400,000	J. & J.	Dec.'70 4
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand.,Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren.....100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Dec.'70 5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. 70 4
Delaware and Hudson....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal..... —	.....	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,384	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	807,815	833,413	804,800	761,600	612,805	7,988,513
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,766
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	*330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,568
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	432,492	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,208	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	308,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,436
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	250,169	274,021	249,355	319,012	317,887	339,239	319,573	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,206	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,581	144,023	141,376	1,418,869
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]9	307,968	313,130	434,318	488,388	530,871	429,785	380,684	4,663,808
1868	362,021	338,335	378,735	452,429	399,[illegible]0	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,951,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]2	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,238	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	486,063	7,250,669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,399
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	234,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 880 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	8[illegible],742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	108,696	1,985,753
1869	132,623	127,817	175,950	171,868	157,298	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,362	328,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,708,183
1870	528,529	500,139	589,298	706,603	802,586	745,450	643,058	664,051	728,521	719,698	570,163	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Jan. 1, 1871.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107¾
.. ..coupon		5	" "	1874	108½
Loan of June 22, 1860 .....registered	matured.	5	" "	1871	....
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered and March 3, 1863 .....coupon	189,733,100	6	" "	1881	110¾
		6	" "	1881	110¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,892,550	6	May & Nov.	1882	108¾
.. .. .. (5-20s).....coupon		6	" "	1882	108¾
Loan of March 3, 1864 (5-20s)...registered	3,113,600	6	" "	1884	107
.. .. .. (5-20s).....coupon		6	" "	1884	108¾
Loan of June 30, 1864 (5-20s)...registered	104,139,000	6	" "	1884	107
.. .. .. (5-20s).....coupon		6	" "	1884	108¾
Loan of March 3, 1865 (5-20s)...registered	185,975,750	6	" "	1885	107½
.. .. .. (5-20s).....coupon		6	" "	1885	108¾
.. .. 2d series (5-20s)...registered	269,535,550	6	Jan. & July.	1886	107¾
.. .. .. (5-20s).....coupon		6	" "	1886	107¾
.. .. 3d series (5-20s)...registered	339,774,600	6	" "	1887	107¾
.. .. .. (5-20s).....coupon		6	" "	1887	107¾
.. .. 4th series (5-20s)...registered	89,666,250	6	" "	1888	108
.. .. .. (5-20s).....coupon		6	" "	1888	108½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s)....coupon		5	" "	1904	107½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	43,550,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	143,087	var	.....	Due.	....
Treasury Notes (7-30s).....	550,900	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,907,950	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,056	nil.	.....	Dem.	....
Fractional Currency	39,995,089	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	'1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	...
.. — .. .. (new).....	660,200	8	" "	'94-'95	101½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	57½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	90
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	...
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	78
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	635,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	70
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	..
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97¾
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97¾
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	102
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	95¾
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	" "	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72-'73	103½
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	104½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	94½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	89¾
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88¾
Nebraska—(No Acecunt).....	.....	....	.....	.....	....
Nevada—(No Account).....	.....	....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	104½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	44¾
.. — .. (new).....	3,059,045	6	" "	'92-'98	22¾
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	100½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	...
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103¾
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	101½
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	105
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71¾
.. — .. (stg.).....	484,445	5	" "	1868	100
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100½
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60½
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	63¾
Texas—No legal debt.....	.....	....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	109
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	65½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds.....	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	....	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	22½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97¾
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,696,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £366,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	89
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84¾
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	97
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	...
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80¾
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. 5,000,000	876,000	7	May & Nov.	" "	1890	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	98½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	84½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	783,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	90½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	'70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	...
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105½
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	104½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	91½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	93
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69-'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70-'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80-'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	833,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70-'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	94
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
2d Mortgage	792,050	6	" "	" "	'71-'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75-'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	87
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	93½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. &. July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	96½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	85½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	79
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						...
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	91¾
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	86½
Philadelphia, Germant. & Norist:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	171,500	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	81¼
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	335,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	611,000	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$220,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92¾
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Frederickburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	'96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅝
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	96½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1893	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1842	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	7-½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	73½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	56½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	36½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	39½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	283,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	79
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	59
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	90
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	87½
Convertible Loan	1,496,879	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	76
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	79

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga ... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*	—	—	2,149,200	4,175,000	....	....	142.0	421,816	9,214,589	7,620,858	697,846	237,853	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley ... Pennsylvania.	7,913,532	*	....	....	2,169,550	7,550,564	531,114	....	132.0	....	....	....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ... Maine.	800,000	*	—	—	—	425,000	—	—	68.0	118,080	....	....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot ... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	....	....	....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	....	....	....	....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ... Georgia.	5,785,183	*	....	—	3,940,489	2,000,000	....	—	285.7	461,575	....	—	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶ . N. Carolina.	2,178,960	*	....	....	1,795,225	200,000	102,991	81,558	95.0	....	....	....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	—	—	2,494,900	3,488,992	—	—	—	(Leased & oper. by Grand Trunk of Canada.)					4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	*	....	....	194,250	20,000	....	....	15.5	20,032	498,333	44,218	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	....	....	8,724,916	2,968,809	8	100	135
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ... Maryland.	1,650,000	....	377,661	....	1,650,000	20,000	....	357,061	30.0	418,895	....	....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch ... W. Virginia.	—	....	....	....	....	....	....	....	103.5	691,644	....	....	536,033	1,158,572	—	100	....
Dec. 31, 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette* ... Michigan.	1,791,776	*	289,895	81,571	1,451,000	125,000	178,651	563,611	40.0	119,434	....	....	513,355	—	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ... New Jersey.	3,946,852	*	....	....	995,800	2,244,500	902,636	—	79.0	298,128	....	....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ... Vermont.	1,125,000	*	....	....	332,000	700,000	....	....	59.0	(Operated by Bondholders.—No returns.)					—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire ... Massachusetts.	500,000	100,000	....	....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany ... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	96,678,232	158,579,177	6,796,056	2,918,129	10	100	150
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ... Mass	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,689	1,998,561	218,787	35,024	—	100	70
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	....	7,510,140	4,187,460	524,564	135,263	6	100	75
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	,628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	1
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell ... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	138
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine ... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0?1	4,471,274	—	217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	147
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence ... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	146
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. .. Penn. & N. Y.	2,869,500	—	....	....	2,286,000	583,500	....	....	—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb ... N. Y. & Penn.	1,446,988	*	....	....	428,717	700,000	....	—	87.2	121,957	....	....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie ... N. Y. & Penn.	7,008,901	*	....	....	6,000,000	4,000,000	—	....	88.0	989,627	....	....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron ... Canada.	8,000,780	....	....	....	....	....	....	....	—	(Leased & oper. by GrandTrunk of Ca.)				96,838	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie ... New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	—	—	428,472	....	....	....	1.60	28,606	664,730	....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	....	....	2,500,000	1,500,000	....	....	—	(No returns 100 miles recently completed.)					—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River* ... Iowa.	12,190,000	*	....	....	1,632,000	9,957,000	....	—	279.0	....	....	....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy ... New Jersey.	12,361,557	*	....	—	5,000,000	9,751,335	....	....	92.3	....	....	....	4,229,064	1,257,425	10	100	121½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic ... New Jersey.	2,093,159	*	—	—	1,120,805	990,000	....	—	60.2	....	....	....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co. ... New Jersey.	712,362	—	—	—	332,925	300,000	....	—	—	(Leased & oper. by Camd & Amboy.)				42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ... Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville ... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased and oper. by West Jersey.)				—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville ... Penn.	738,854	*	....	—	426,900	—	—	—	34.0	85,576	....	....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa ... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	—	—	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ... Iowa.	3,402,000	—	—	....	1,701,000	1,701,000	....	....	—	(Leased and oper. by Illinois Central.)				—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	....	....	—	(Leased and oper. by Chic. and N.W.)				475,300	—	100	....
Nov. 30, 1869	1920	—	25.9	—	52	50	23	656	Central of Georgia ... Georgia.	4,703,877	*	....	....	4,666,800	786,000	....	....	284.0	974,915	....	....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey ... New Jersey.	10,871,242	*	docks, &c	....	15,000,000	3,400,000	....	....	74.0	....	....	....	4,010,122	1,367,958	—	100	103½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio ... Ohio.	5,505,935	*	....	—	3,000,000	2,500,000	....	—	137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	26
Dec. 31, 1869	742.0	120.0	74.2	—	147	144	25	1,561	*Central Pacific* ... California.	97,094,922	*	....	....	40,097,290	58,905,777	....	....	742.0	2,869,227	....	....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R. ... Kansas.	4,200,000	*	....	....	1,000,000	3,200,000	....	....	100.0	(No returns.)					—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	....	....	....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung ... New York.	400,000	—	—	—	380,000	—	....	....	—	(Leased to Erie & N. Centrl.)			30,000	....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington ... S. Carolina.	600,000	*	....	....	291,222	225,000	....	—	40.0	....	....	....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio ... Va. & W. Va.	11,955,948	*	....	....	....	3,288,692	....	....	—	(No returns published.)					—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire ... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	....	109,496	53.6	495,525	4,733,511	15,801,,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	6¼
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	....	....	4,681,563	2,004,970	10	100	114½
Apr. 30, 1870	307.0	296.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy .. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	152
Dec. 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	73.0	(No returns.)				....	—	100	....
May 31, 1870	81.8	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ... Iowa.	5,000,000	—	....	....	3,916,000	810,000	....	....	—	(Leased and oper. by Chic. and N.W.)				557,950	10	100	119½
May 31, 1870	808.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747,240	12,535,428	3,478,419	9	100	72½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	106½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick ...	....	....	....	....	500,000	500,000	....	....	—	....	....	....	....	....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton ... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	....	....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana ... Ohio & Ind.	1,894,477	—	....	....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee ... Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.6	56.2	—	16	12	5	244	Cin. and Indianapolis Junction .. O. & Ind.	5,805,062	*	....	....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville ... Indiana.	800,000	—	....	....	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	....	82,810	382,600	625,000	22,395	—	42.0	....	....	....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland .. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	....	....	795,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville ... Ohio.	2,969,361	*	....	....	1,669,361	1,300,000	....	....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	42.9	61.7	—	83	47	23	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,636,146	*			11,620,000	1,897,000			390.4	2,165,245	20,770,918	95,130,680	2,862,614	929,384	7	100	68
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981			2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265			6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	105
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*			13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	18
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200				1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6½	100	
Jun. 30, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000		75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	156
Mar. 31, 1869	27.0	—	23	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	39,460	556,055	361,187	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859				350,000					(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	85½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		18,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	137
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300		215,000		1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	3,443,000			34.0	337,200			791,083	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000		1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8				169,418	62,768	10	100	
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000		413,150	510,000				(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268		261,099	2,393,140	4,278,300	112,579		141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000				309,276	715,000				(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018				891,206	892,750				[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000			14,100,600	3,308,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	104½
Dec. 31, 1869	285.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*			3,872,500	4,310,000			184.0				830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,407,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000				480,000					(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	90
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*			1,000,000	550,000			79.0				188,832		—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000				280,000					(I	n progres	s.)				100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000				700,000	1,000,000				(Leased	to Boston,	Hart.&Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800		2,500		89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				50	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000				280,000	570,000				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)		100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599				1,309,200	495,900				(Leased	to Phila.	& Readin	g.)		7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga.	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	130.0				1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	23	4	209	East Tennessee and Virginia ¶	Tenn.					(Consolid	ated in t	he East	Tennesse	e, Virg	inia and	Georgia.)				—	50	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)			—	100	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	toNorther	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000			1,000,000	1,620,000				(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575			78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	21½
Oct. 31, 1869	83.7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000		999,600	2,577,590		57,809	101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	93	European and North American ¶	Maine.	2,094,883	148,659				3,000,000				58,493			129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*			[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,716	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	33.5	—	—	5.45	—	—	—	—	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*			803,750	1,853,967	18,001			(No	t in comp	lete opera	tion.)		—	100	
Aug. 30, 1870	100.0	23.0	12.0	—	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0						—	100	
Nov. 30, 1869	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				90,000			60		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	
Nov. 30, 1869	51.0	42.8	80.3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	134½
Dec. 31, 1869	12.0	—	—	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	100,000			(Oper. b	y Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	—	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*			3,000,000	2,300,000			154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*			800,000	1,500,000				(Not i	n complet	e operatio	n.)		—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N. J.	200,866	30,061	99,266		230,845		93,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000			52.0	[Operat	ed by Rec	eiver.]			—	100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	282.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	—	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.									40.0	(In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000				1,000,000	1,000,000				[Owned	and oper. b	y Mich. Ce	n.since A	pl.1870.]	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	218	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*							1,380.0	7,071,893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,076,393			3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,496		1,510,374	1,902,167			164.2	125,000			365,528	146,211	—	100	
Aug. 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*			8,000,000	8,938,000	1,009,073		275.0				2,941,997		—	100	87½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550				1,182,550	700,000		23,069		(Leased	to Pennsy	lvania.)			7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285				3,300,000	927,000			74.5	618,585	140,926	18,558,582	1,861,682	548,219	14	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*			2,037,939	2,055,500			130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900		1,809,585	500,000	100,000		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.6	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*			3,000,000	2,600,000			125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.									50.0	[Is being	continue	d to Whar	ton Color	'do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	87	1,077	Hudson River	New York.	19,919,537	*			16,020,000	4,309,220			150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*			706,580	1,927,614			58.8	191,777			291,564	6,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	139
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s is now o	perating	St. Louis	, Alton &	T. H. R.	R.)	194.0				1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*			5,685,497	7,358,931	675,628		289.0	1,205,686			1,921,274	707,492	—	100	6
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.									75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.										[Project	ed.]				—	100	
Jun. 30, 1869	18.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*			132,411	35,000			13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500		400,000	130,000			11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	—	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*		87,031	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248		35,000		603,077	1,000,000	688,228			(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0				1,140,099	405,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased	and oper. b	y Chicago	& Alton.)		7	100	91
Dec. 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	and oper. b	yMich'gan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324				180,250	800,000			4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.					5,072,500				439.0	963,512			2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.						1,209,000	[St k sw	amped.]	112.0		[Operated	by bondh	olders.]		—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.									16.0	[No	returns.]				—	100	
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.									31.0	[No	returns.]				—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,355,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,870	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	98½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pb	g Cin.&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	86
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,158	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	74.0	67	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942 664	132,510	102,110	10	100	133½
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,582,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction	.]	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	117½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	51½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	102
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	esseees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased	to Dela.,L	acka. and	West'n.]		7	100	88½
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,168	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)		11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)		10	100	120
Dec. 31, 1869	73.8	8.5	7.1	—	....	....	....	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	99½
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	132½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In cour	se of const	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	115,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,000	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,151	*	26,175	23,701	1,053,900	845,000	276,937	23,120	102.0	.....	.....	.....	224,164	108,725	—	100	....
Dec. 31, 1869	72.0	—	3.0	116.0	—	—	—	—	North Louisiana and Texas.....La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	2,084,486	482,124	—	100	....
Feb. 28, 1870	233.8	147.8	11.9	—	63	35	14	776	North Missouri ¶.....Missouri.	20,500,000	*	.....	.....	7,500,000	13000,000	133,476	.....	381.0	.....	.....	.....	1 132,731	463,114	8s	50	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania.....Pennsylvania.	6,059,105	965,987	991,064	.....	3,150,000	3,588,439	289,010	.....	67.7	460,143	.....	.....	671,076	168,918	—	100	94
Oct. 31, 1869									(Canada.	5,465,410	*	86,788	415,407	.....	5,675,377	.....	3,218	97.6	404,631	5,262,948	.....	2,928 463	977,748	6	50	83

Dec. 31, 1869	72.0	—	3.0	118.0	—	63	35	14	776	North Louisiana and Texas	La.																						
Feb. 28, 1870	233.3	147.8	11.9	—	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*					7,500,000	13000,000				381.0					2,084,480	432,124	—	—	100	
Oct. 31, 1869	55.6	12.1	28.8	—	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064				3,150,000	3,588,439	133,476			67.7	460,143				1,132,751	463,114	5½	50	21	94
Dec. 31, 1869	95.0	2.6	20.3	—	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407				5,675,377	289,010	3,218		97.6	404,631	5,262,948			871,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134					5,000,000	7,005,500	592,582			332.4	1,469,366				2,928 463	977,748	6	50	83	
Mar. 31, 1870	69.1	13.4	16.2	—	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767				3,068,400	115,600				82.5	409,036	5,935,262	19,110,436		689,626	256,271	8	100	107	
Sept. 30, 1869	21.3	—	4.5	—	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*					1,100,000	400,000				35.3	146,773				325,369	65,764	8	100		
Nov. 30, 1869	59.4	7.0	12.0	—	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,988	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530		66.4	413,172	7,312,851	11,065,863		741,607	171,957	8	100	105	
Jun. 30, 1869	113.0	32.0	14.0	—	—	19	21	5	233	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0							281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,413		1,045,222	356,839	6	100	88½	
Dec. 31, 1869	340.0	53.0	....	—	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321			340.0	1,926,156	30,459,353	69,838,274		2,915,547	643,720	—	100	31	
Oct. 31, 1869	95.0	3.5	21.5	—	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000				98.5	406,010				2,014,427	978,925	10	50	92½	
Nov. 31, 1869	130.5	12.2	43.9	—	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109		142.7	909,847	41,484,089	10,810,178		1,552,525	538,138	6	100	95½	
Sept. 30, 1869	260.3	9.9	9.7	—	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150		919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000				9.0					169,088	29,747	—	100		
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000				—	(Leased	to R. W &	Ogdensb.)		125,564	62,782	—	100		
Sept. 30, 1869	36.3	—	24.7	—	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451		280,555	60,907	8	100		
Feb. 28, 1869	283.0	—	35.9	—	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742				336.0	1,764,760				3,213,058	894,345	—	100		
Sept. 30, 1870	47.6	—	....	—	—	15	23	—	131	Panama	New Granada.	9,500,000				7,000,000	3,734,136				47.6		nine m	onths.		1,105,219	340,861	—	100	73	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					—	(Leased	to Erie.)				53,400	8	100		
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000				500,000	500,000				—	(Leased	to Erie)						100		
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				—	(Leased	to Erie.)				26,500	6	100		
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542				(Leased	t	o Camden	and Amb	oy.)			100		
Oct. 31, 1869	354.9	36.5	494.9	—	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452			643.0	9,574,632				17,250,812	4,757,785	10	50	124	
Oct. 31, 1869	47.0	15.9	53.0	—	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0							10	50	225	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000				—		(Complet	ed Sept. 1	3, 1869.)			—	100		
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				—	(Leased	to Chic. R.	I. and Pac	ific.)		125,000	8	100		
Dec. 30, 1869	83.0	—	6.4	....	—	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000				83.0		(Complet	ed July 1,	1869.)			—	100		
Dec. 31, 1869	12.0	—	....	78.0	—	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000					12.0		(In pr	ogress.)				—	100		
Dec. 31, 1869	61.0	21.3	6.2	—	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894				82.3	164,357				245,634	97,975	3	100		
Oct. 31, 1869	46.0	—	4.5	—	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686			46.0	124,224				196,672	9,272	—	50		
Oct. 31, 1869	287.6	2·0	86.6	—	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974			289.6	2,273,856				3,262,705	loss.	—	50	54	
Oct. 31, 1869	17.0	3.0	25.0	—	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900				24.3	376,303				697,620	287,492	10	50		
Dec. 31, 1869	98.4	382.0	394.3	59.1	—	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,853,367		11,275,241	5,002,408	10	50	99½	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338		339,675		1,259,100			80,555		26.5					1,077,559	274,081	10	100	118	
Oct. 31, 1869	95.9	37.9	107.5	—	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787		99.7	962,579				2,565,302	876,094	8	50	101	
Oct. 31, 1869	193.0	8.0	24.0	—	—	77	31	16	1,239	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184			201.0	1,849,510				2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917			72.0	425,341	4,912,503	16,286,331		608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093			480.6	5,253,584				8,131,531	2,891,199	9½	100	93	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000					—						27,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988				109.5	354,754				632,763	217,872	6	100		
May 31, 1869	57.3	—	5.7	—	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000					51.3	303,266				575,036	175,586	6	160	120	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					—	(Leased	to Concor	d.)			24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496		26.0					80,083	22,015	—	100		
Nov. 30, 1869	15.0	—	0.7	—	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500			15.0	37,960				112,572	21,542	—	100		
Nov. 30, 1869	43.4	1.0	12.0	—	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544		47.3	408,165	12,258,435	12,300,450		793,301	205,118	8	100	138½	
Dec. 31, 1869	97.0	—	....	—	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000				97.0					208,000	141,000	3	100		
Oct. 31, 1869	40.0	8.0	4.1	—	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859			54.0	155,070				207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,458,686	30,164,875		1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158		190.5	312,139	4,860,625	6,271,192		609,403	212,070	—	100		
Sept. 30, 1869	75.5	—	5.2	—	—	12	11	14	81	Richmond, Frederick and Potomac	¶.. Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887		75.5					332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331			46.4	90,998	1,258,994	1,422,279		160,946	37,344	—	100		
Sept. 30, 1869	38.3	—	....	—	—	....	....	....	....	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000				—		(Not in o	peration.)				—	100		
Sept. 30, 1869	22.0	—	....	31.0	—	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0		(No	returns.)				—	100		
Sept. 30, 1869	141.1	48.5	23.4	—	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	798,161	304,338	3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18,054,197		1,274,134	501,998	10	100	124½	
Sept. 30, 1869	120.0	—	12.0	—	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828			188.0	679,669	8,347,127	16,336,225		874,855	187,329	—	100	35	
Dec. 31, 1869	132.0	—	....	—	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500				132.0					753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				—		(Oper. by	Ind. & St.	Louis.)		611,800	—	100	28	
Dec. 31, 1869	195.0	15.0	13.0	—	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000				—			abo	ut 900 000				—	100	47½	
Dec. 31, 1869	150.0	—	....	—	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				—	(Leased	to Chi. &	Alton.)			240,000	—	100		
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	—	St. Louis and St Joseph	Mo.		(Unf	nished.)		2,000,000	1,000,000				—		(No	returns.)				—	100		
May 31, 1870	158.9	—	....	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				—	(Leased	to Terre H	aute and I	ndianapo	lis.)		—	100		
Dec. 31, 1869	180.0	—	....	—	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				—	257,004	2,776,680	3,570,874		373,448	138,411	—	100		
Dec. 31, 1869	100.0	—	5 0	200 0	—	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		—	189,152				338,693	179,941	—	100		
Dec. 31, 1869	16.6	—	....	—	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				—	(Leased	to West J	ersey.)			16,833	6	50		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	535	91		—						17,500	1½	100		
Jun. 30, 1869	116.3	—	10.0	—	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742				116.3	271,076				429,212	101,024	—	100		
Oct. 31, 1869	54.0	—	7.0	—	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120			54.0	155,070				172,494	27,393	—	50		
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050					—	(Leased	to Phila. a	nd Readin	g.)			5	50		
Dec. 31, 1869	80.0	—	4.6	—	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000				80.0							—	100		
Dec. 31, 1869	81.3	—	6.3	—	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521		119.3					282,215		—	100		
Dec. 31, 1869	235.0	—	....	—	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100				200.0					460,000		—	100		
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				—	(Le	ased by N	orthern C	entral.)			6	50		
Dec. 31, 1869	45.5	—	2.0	—	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000				45.5					61,504	22,091	—	100		
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800				20.0	(Oper. b	yJeff.Mad.	and Ind.)		32,448	7,408	—	100		
May 31, 1869	50.0	—	2.5	—	—	10	18	8	30	Shore Line	Connecticut.	732.900	*			677,900	55,000				50.0					310,182	47,424	6	100		
Dec. 31, 1869	101.8	6·5	3.7	—	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320				—					294,476	90,000	—	100		
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	500,000				—	(Leased	and oper.	by Portlan	d &Ken.)		36,000	—	100		
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	—	South Branch	New Jersey.	439,694				438,300					—	(Leased	& oper. by	Cen.of N.	Jersey.)		28,298	6	100		
Dec. 31, 1869	137.0	106.0	10.9	—	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501			—	801,171				1,382,167	505,507	—	100		
Dec. 31, 1869	50.0	—	—	133.0	—	3	—	—	—	South and North Alabama	Ala.					1,500,000	1,000,000				—		(I	n progres	s.)			—	100		
Nov. 30, 1869	11.5	—	1.9	—	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911		67,962	9,513	—	100		
Sept. 30, 1869	57.0	0.7	3.0	—	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000				63.0	150,560	5,597,645	2,094,921		221,815	66,552	10	100		
Sept. 30, 1869	123.0	10.0	12.0	—	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727		133.0	292,029	2,201,096	10,725,243		440,921	103,125	—	100		
Dec. 31, 1869	70.0	—	—	46.0	—	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]	3,000,000	1,500,000				—							—	100		
Dec. 31, 1869	72.0	—	....	200.0	—	11	4	2	194	Southern Minnesota	Minnesota.							25,000p m			—							—	100		
Dec. 31, 1869	148.3	—	....	159.2	—	19	12	4	424	*South Pacific* ¶	Missouri.										100.0					348,218	203,473	—	100		
July 31, 1869	143.0	114.5	22.9	26.5	—	30	14	18	206	Southwestern	Georgia.	4,587,313	*		131,053	3,939,900	699,500	37,155	41,811		257.5	384,922				910,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. ..Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	76.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	.....	(Includin	gFerry.)	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	June 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	368 056	39,727	23,006	45,818	250.700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	—	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western.O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	48½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	18½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Centra	l.)	.....	8	100	104
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724.500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	68
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'ln.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	93.0	....	....	....	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]	.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	(No	return.)	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Leased	to Boston,	Con.andM	ontreal.)	12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	189,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.N. C. & S. C.	[W. & M.	RR.sold	Jan.5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Norther	n Centra	l.)	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,297,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg.Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	76
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	122
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	68
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n prefeire	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	46
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	16
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	—	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1,100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length of track equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	101½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	160,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	850,000	—	348,021	123,493	19½	50	15	31
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	27	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mapt. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen I'oint.N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69⅝
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,000	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	..	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	55½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	25
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	156	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper	5 yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28 824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov.30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	notinow	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	604,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	...
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.:					
1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	208,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	...
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1879	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	76
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	117
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	52½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	47¾
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,253,836	...	...	101
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	73½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	70½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	83
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,518	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	33½
Union, preferred	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	9

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.31 10 @ 34 —
Pig, American, No. 1	30 — @ — —
Pig, American, No. 2	28 — @ 29 —
Pig, American, Forge	25 — @ 27 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes	(gold).85 — @100 —
	—STORE PRICES.—
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	75 — @ 80 —
Bar, Common	70 — @ 72 50
Scroll	97 50 @125 —
Ovals and Half-round	97 50 @125 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ½@3-16 inch	82 50 @ — —
Hoop	102 50 @140 —
Nail Rod	per lb. — — @ — 6¾
Sheet, Russia, as to No.'s	(gold) — 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English	(gold) per ton. 56 — @ 58 —
Rails, American, at Works in Penns. c'y.	70 — @ 73 —
Anvils, (Eagle)	per lb currency. — 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb. — 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1¼; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb 4 37½@ 4 50
Clinch	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.— 23 @ — 28
Copper	— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — — @ — 38
Straits	(gold). — 33½@ — 33¾
English	(gold). — 33½@ — 33¾

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 25 @ 8 75	9 50 @ 10 —
I. C. Coke	7 — @ 7 50	8 — @ 8 75
Coke Terne	5 75 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 37½@ 8 —	8 50 @ 9 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall. — 13 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 17½@ — —
Refined, prime L. S. to W. (110 @115 test)	— — @ — 23½
Refined, Standard White (in ship'g order).	— — @ — 24
Refined, prime White (in shipping order).	— 25 @ — —
Refined, S. W. (in jobbing lots)	— — @ — 26
Refined, S. W. (in tin)	— 28 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — —
Residuum	per bbl. 4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 8 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	3d. C.	(Old List.) 4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...	per 50 feet.10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Canton Co.	....	....	....	68	....	
Central Pacific 6s	90½	90½	90½	90½	90½	90½
Central of N. Jersey...100xp	100½	101	102	102½	104½	
Chicago & Alton	115	....	114	....	114½	....
" pref.	117½	....	117	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	152	....	....	....	....
" 8s, 1883	....	110	....	....	....	....
Chic. & Northwestern	70½	70	71	71½	71½	72½
" pref.	82	81½	82½	82½	82½	83
" 1st M.	....	95½	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	88½	88½	....	....	....
Chic., Rock Isl. & Pac.	104½	104½	104½	105½	105½	106½
Chi., R. I. & Pa. 7s, 1896	....	96½	96½	97	97½	....
Clev., Col., C. and Ind.	82½	82½	83½	84½	85	86½
Clev. and Pittsburg	105	105	105	105	105	105
" 2 M.	....	....	....	....	....	....
" 3 M.	....	95	....	....	....	....
" 4 M.	....	....	....	77	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	100	....	....	....	....
Col., Chi., & Ind. C.	17½	18	18½	....	18	
" 1 M.	82½	82½	82½	82	82	82
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	120	....	....	....
Del. Lack. & Western	105	104½	104½	104½	104½	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	96	....	....	....	....
Dubuque & Sioux City	....	90	....	90½	90	....
Erie Railway	22½	22½	22½	22½	22	21½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	95	....	95	95	95½	....
" 2 M. 7s, 1879	....	91½	....	....	92	....
" 3 M. 7s, 1883	88	....	....	....	88½	89½
" 4 M. 7s, 1880	83	....	....	....	....	....
" 5 M. 7s, 1888	....	....	79½	79½	79½	79½
Great Western 2d mort.	....	80½	....	....	....	81
Hannibal & St. Joseph	95	94½	94	94	91½	....
" pref.	106½	106	106½	....	101	101
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	139½	....	139	138½	139	
" bonds	....	....	....	....	....	108
Lake Shore & Mich. S'th.	92	91½	92½	92½	92½	93½
Lake Shore Div. bonds	....	92½	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116½	....	116½	....	117½	117½
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I, 1 M. S. F.	....	98½	....	98½	98½	
" 2 M.	94½	....	....	....	94½	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	9½	9½	9½	9½	9½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	50½	49	49½	50⅝	50½	51⅛
" pref.	72½	71½	72½	73	72½	73½
" 1st mort.	92½	91½	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	105½	....	....	....	....
" 7 3-10s con.	....	92½	....	....	....	....
Missouri 6s	89½x	89½	....	89½	89½	
" H. & St. J. iss.	....	88½	88½	88½	88½	
Morris and Essex	88½	88	88	88	88	88½
" 1st mort.	....	....	100	....	....	....
" 2d mort.	....	97	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	90½	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	91½	90½	91½	91½	91½	92½
" certificates	....	87½	87½	87½	88	88½
N. York and Harlem	131½	....	133½	132½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	100	....	....	....	....
N. Carolina 6s, old	....	44½	44½	44½	44½	....
" new	22½	....	....	22	23	22½
Ohio and Miss.	28	28	29	29½	29½	30½
" pref.	70	....	....	70½	....	....
" 1st M.	....	....	96½	....	....	....
Pacific Mail S. S. Co.	39½	....	40½	41½	42	
Panama	....	....	72½	....	73	
Phila. and Reading	98½	98½	99	99½	99½	99½
Pitts., Ft. W. & Chi. gtd.	92½	92½	92½	93	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	95½	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	5	....	....	....	....	....
St. L., Alton & T. H.	29	28½	....	28	....	....
" pref.	....	56	....	....	....	....
" 1 M.	....	....	....	95	....	....
" 2 M. pref.	....	83	83	84	84	
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	62½	62½	62½	63	64½	64½
" new	62½	61½	62	63½	64	64½
Tol., Wab. & Western	48½	48½	48½	49½	49	49½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	84½	85	85	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	12½	11½	12½	12½	12½	13⅜
" 1st mort.	73½	72½	72	72½	73	73½
" L. Gt. 7s	57	56½	54½	54½	56½	....
" Inc. 10s	38	35	....	35	....	....
Virginia 6s, old	67½	67½	67½	....	65½	....
" new	....	63	63	62	62	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th.5	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅞	106⅞	107	107¼	107⅜	107⅛
U. S. 5s, 10-40s, reg	....	....	....	....	107¼	....
U. S. 6s, 1881, reg	110⅜	110⅜	....	110⅞	....	110¾
U. S. 6s, 1881, coup	110⅜	110¼	110⅜	110⅜	110⅛	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	108⅛	....	....	108⅜
U. S. 6s, 5-20s, c. 1862	108⅜	108⅜	108⅜	109	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	108	107⅞	108¼	108⅜	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	108	108⅜	108⅛	108⅜	108⅜	....
U. S. 6s, 5-20s, r. n. '65	107	....	108⅛	107⅛	107⅜	....
U. S. 6s, 5-20s, c. n. '65	107	107⅜	107⅛	107⅜	107⅛	....
U. S. 6s, 5-20s, reg. '67	107⅛	107⅛	107⅞	107⅞	....	....
U. S. 6s, 5-20s, c. 1867	107⅛	107⅛	107⅜	107⅛	108	107⅞
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	107⅞	107⅞	....	108¼	108⅛	108⅛
U. S. 6s, Pac.R.R.issue	110⅛	....	....	....	110⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	....	....	....	....	....	....
.. preferred	38	....	38	....	....	38
Camden and Amboy	118¼	118¾	119	120	121¼	120¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	93¼	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	94	....	....	95	....	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	90⅜	....	....	....	....	....
Lehigh Navigation	33¾	33⅝	33¾	34	34¼	34¼
.. 6s, 1884	83¼	83¼	83⅛	82¾	....	....
.. Gold L.	85¾	86	86¼	87	87	87¼
.. R. R. L.	....	....	....	....	90	....
Lehigh Valley R. R.	60¼	59⅞	60	60	60	59⅞
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	42¾	42¾	....	42¾	42¾	43
.. 7s	....	....	....	....	....	....
Minehill	50¼	....	51	51	51	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	47	....	47	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	93¼	93¼	....	93⅜	....	93¼
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	41⅛	....	....
Pennsylvania R. R.	62¼	62⅜	62⅜	62¼	62¼	62¼
.. 1st M.	100¼	100¼	100¼	....	....	....
.. 2d M.	100¾	....	....	....	102	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	103	....	104
.. 6s, 3d series	....	....	105	....	....	105
.. 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	99¼	....	100	....	....	100¼
.. new	100¼	100¼	100¼	100¼	100¼	100¼
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	49⅞	49¼	49⅜	49¼	49¼	49⅜
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	26⅛	....	....	27
.. 6s	....	....	....	91¾	....	....
.. 7s	86	85¾	85¾	86	....	86¼
Schuylkill Navigation	....	....	....	8	....	....
.. pref.	....	....	....	16¾	....	16¾
.. 6s, 1882	73	73	73	73	73¼	74
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	48	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	11	....
Hestonville, (Horse)	....	....	....	....	....	16
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	55½	....	....	....	....	....
Spruce and Pine	....	25	....	24	....	....
13th and 15th sts.	....	....	....	....	21¼	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	....	93	....	....	....	94
.. 1886	....	91¼	....	....	....	....
.. 1890	....	92¾	....	92¾	....	93
.. 1884	....	....	92	....	....	92
.. 1900	92¼	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885.	93¼	....	94	....	....	....
Marietta & Cin. 1st M.	....	....	93¾	94	93¾	94
.. 2d M.	....	....	75¾	....	76¼	....
Northern Central	....	41¾	41¾	....	41¼	41¾
.. bonds, 1885	....	....	....	....	....	91½
.. .. 1900	....	90	....	....	....	89½
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	150	....	150	....	150	150½
Boston and Lowell	....	....	....	....	....	138¾
Boston and Maine	....	....	....	....	....	147½
Boston and Providence	145	144¾	145	....	146¼	146¼
Boston, Hartford & Erie	1⅛	1⅛	....	....	1⅛	1⅛
.. 7s, new	21¾	22	....	22¼	22¾	22¼
Cheshire, pref.	....	85	85¾	....	....	85¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	137	....
Eastern	120	119¾	119¾	119¾	119¾	120
Fitchburg	134	....	134¾	....	134¾	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116¾	116¾	116¾	117	117¼	117¾
Northern, N. H.	107	....	....	107	....	....
Ogdens. & Lake Champ	87⅛	87¾	87⅛	87¾	....	88⅛
.. pref.	....	....	....	....	....	....
Old Colony & Newport	....	95	....	95⅛	95¾	95¾
Ph., Wil. & Baltimore	50⅛	50	50	50	50	50⅛
Portl'd, Saco & Ports.	....	....	119	....	120	
Union Pacific	11¾	....	....	....	....	13⅜
" 6s	72⅜	72	72	72	72¾	72¼
" Land Grant 7s	55¼	55¼	53¾	....	54	....
" Income 10s	34⅛	34⅛	....	30¾	34	33¾
Vermont & Canada	104	....	....	....	....	....
Vermont & Mass.	....	....	....	....	....	68
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	101	101¼
Metropolitan	....	69	....	....	....	69⅜
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	....	....	....	7⅛	7⅛
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	24¼	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 23.	Dec. 16.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	58 — 62
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	58 — 62
Do. Consol. 7 per cent. mort. 1890	28 — 29	27 — 28
Detroit and Milwaukee 1st mort. 7s	65 — 69	65 — 69
Do. 2d mort. 8 p. c.	65 — 69	65 — 69
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	111⅛—112⅛	110⅛—111⅛
Marietta and Cin. R. R. bonds 7 p. c.	— — —	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	91 — 93	90 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	93 — 94	91 — 93
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	92 — 94	91 — 94
Do. with option to be paid in Phila.	92 — 94	91 — 94

American Railroad Journal.

Saturday, January 14, 1871.

Stock Exchange and Money Market.

Money has been in more liberal supply since our last, and the tendency of rates has been in favor of borrowers, call loan rates having been quoted back to 6@7 per cent., and strictly prime to good mercantile discounts at 7@9 per cent. per annum. The city banks have been large gainers from the accumulations at this point, through interest and dividend disbursements and they report an addition of nearly 13⅞ millions to their deposit averages; over 5½ millions to their specie reserve; and nearly 3⅞ millions to their reserve of legal tender notes. Their loan and discount averages have been enlarged about 2⅛ millions. Their circulation has been reduced $38,796. The Government disbursements have been extensive through the local office, the Sub-Treasury having paid out on the January Gold Interest on the Public Funds $9,243,127 of which $5,625,000 was prepared at the very close of the Old Year, and included in last week's review. The Office also disbursed the Greenback Interest on about $65,000 000 United States Currency 6 per cents, issued to the Pacific Roads, and $593,000 Gold on the Principal of the Loan of 1871. There was also a purchase of $2,000,000 United States 5-20s, for the Sinking Fund paid for in Greenbacks on the 4th inst. The receipts for Customs for the five business days of the week amount to $3,168,264. The Treasury sold $1,000,000 Gold on the 5th inst. The gain in the legal tender average at Bank is mainly due to the disbursements of the Treasury on Pacific Road Interest and for 5-20s, though it seems probable that legal tenders have come in, to a fair amount, by express from the country.

The specie reserve of the city banks according to the latest return is $26,358,191, against $35,664,830 same time last year. The city bank deposits are now $202,038,825, against $190,169,262 week ending Jan. 9, 1870. The legal tender reserve amounts to $49,031,410, against $48,537,734 same time last year. The circulation now stands at $32,114,718, against $34,132,280 same time last year. The loans are now $265,578,027, against $253,475,453 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $100,288,180 a day, against a daily average of $93,538,596 the preceding week. The current week's exchanges average about 91⅜ millions a day. The city banks, last week reported a gain of $5,529,345 of specie, $13,814,880 of deposits, and $3,786,052 of legal tender notes. They increased their loans $2,160,609; and reduced their circulation, $38,796.

The city bank exchanges on Wednesday were 81⅜ millions.

National Bank notes to the amount of $389,240 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $338,254,858, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,045 589 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $305,209,269. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $346,830,000; and for the public deposits, $15,819 500—making a total of $362,649,500. The Treasury Department last week redeemed and destroyed $407,600 of worn and mutilated fractional currency, and issued $234,897 of new.

The cash balance in the Treasury Department at the opening of business on Monday, was $25,150,027 in currency, and $100 574,512 in coin, including $27,606,500 in certificates.

Government disbursed, last week, through the local office, $593,000 gold, in redemption of the matured Five per cent. bonds of 1871.

The U. S. Sub-Treasury receipts, week ending with Jan. 7, were $6,898,896 in coin, (including $3,166,000 from customs duties,) and $3,035,810 in currency; payments, $12,002,153 in coin, (including $9,243,127 of coin interest,) and $5,679,794 in currency; balance at the close of the week, included $61,581,202, of coin, against $66,684,450 the preceding Saturday, and $7,601,952 of currency, against $10,245,936 at the close of the preceding week. The business of the Office on the

first three business days of the current week, was as follows: Monday, receipts, $1,347,399 in coin, (including $583,249 from customs) and $468,289 in currency; payments, $781,664 of coin (including $601,000 of coin interest), and $637,934 of currency. On Tuesday, receipts, $1,481,288 in coin, (including $396,646 from customs,) and $212,293 in currency; payments $677,623 of coin (including $648,000 of coin interest), and $456,136, of currency. On Wednesday, receipts, $535,072 in coin (including $411,000 from customs), and $345,105 in currency; payments, $569,424 in coin (including $504,000 of coin interest) and $443,697 of currency. The balance at the close of business on Wednesday included $345,105 of currency, and $62,916,240 of coin, against a balance a week previous of $7,089,872 currency, and $61,803,965 coin.

The aggregate receipts of the U. S. Sub-Treasury in December were $57,088,358, including $7,992,817 from customs; aggregate payments, $45,698,064, including $3,576,110 of coin interest.

The U. S. Sub-Treasurer issued in December $11,479,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,821,820 of coin certificates, received for customs.

Government revenues have been yielding more liberally since our last. The excises during the past week yielded 3¼ millions; customs at the port of New York, $3,105,321, and at the outports about $950,000 (in coin) more, making the grand total income for the week equal to about $6,681,250 in currency. The income of the Government, from excises, since July 1, 1870, has been about 86⅛ millions.

Gold has been in rather more confident, speculative demand within a range of from 110½@111⅛, closing on Wednesday of the current week at 110⅞, against 110⅝ on the preceeding Wednesday. The customs inquiry has been more active. The export drain has been light.

The Treasury Department under its official programme for January, will sell Gold, during the month, as follows: Thursday, January 12, one million; Thursday, January 19, one million; Thursday, January 26, one million. And buy Five Twenties, as follows: Wednesday, January 18, two millions; Wednesday, January 25, one million.

The customs revenue on Wednesday was $411,000. The coin interest disbursements at the Sub-Treasury were $504,000.

The export drain was $481,997 week ending with January 7, against $482,670, same week preceding year. The shipments in all 1870 were $58,689,171, against $32,108,448 in 1869; $70,841,599 in 1868; $51,801,948 in 1867; $62,553,700 in 1866; and $30,003,683 in 1865. The exchanges at the Gold Exchange Bank, which were 23⅜ millions on Friday, of last week, were 27 millions on Saturday; 19⅝ millions on Monday; 15⅞ millions on Tuesday.

The customs demand for Gold last week, averaged $621,062 a day; thus far, this week, it has averaged $489,950 a day, or equal to a weekly aggregate of $2,939,700. The arrivals of specie from Europe, Havana and other foreign ports in all 1870, was $11,581,771, against $14,918,725 in 1869. The total customs revenue of the Government, in coin, at this port, in 1870, was $139,708,579, against $129,608,460 in 1869.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt in all 1870, $86,671,676 against $90,352,669 in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Dec. 31st, was $7,692,041, against $8,312,159 same time in 1869.

The specie exports by steamer and railway, from San Francisco, from Jan. to Dec. 31st, 1870, were $33,150,000, against $38,100,000 same time in 1869.

Foreign exchange has been in more demand and quoted a shade stronger. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 109⅞@110⅛. The offerings of produce bills have been quite liberal. The week's exports of domestic produce have been to the currency value of $4,774,187. In all 1870, the produce exports reached $197,320,303, against $195,226,706 same time in 1869.

Government securities have been in more active request on investment account and quoted a fraction higher, closing firmly.

U. S. sixes of 1881 closed here on Wednesday of the current week at 110¾@110⅞; U. S. Five-Twenties of 1862, 109@109⅛; U. S. Five-Twenties of 1864 at 108½@108¾; U. S. Five-Twenties of 1865, 108⅝@108¾; U. S. Five-twenties of 1865 consolidated, 107½@107⅝; U. S. Five Twenties of 1867, 107⅞@108; U. S. Five-twenties of 1868, 108⅜@108½; U. S. Ten-forties at 107⅛@107⅜; U. S. Six per cent. currency bonds, 110¼@110½.

On Wednesday, Government bought in a million of Five-Twenties at 107 31@107 46, ex-interest. The amount of bonds offered was 3¼ millions.

State bonds have been less freely offered and have been in rather better demand, at firmer, but but at irregular prices.

Railway bonds have been in more general request for investment purposes at, rather stronger prices. Central Pacific Sixes have selling quite freely closing at 90½@90¾. Chesapeake and Ohio Sixes have been in fair demand at 90 and interest. Union Pacific Sixes have been quoted at 73⅛@73⅜.

The complete returns of the gross earnings of the Central Pacific railroad, in 1870, make the aggregate $7,983,513, against $5,670,882 in 1869, showing an increase of $2,312,631 for the past year. This is equal to an aggregate of over $13,500,000 for the past two years, of which aggregate full 50 per cent., or equal to nearly $7,000,000, are net earnings, over and above expenses.

Railway and miscellaneous share property has been fairly active, at stronger but quite variable prices, closing buoyantly. Union Pacific stock has been closed at 13¼@13⅜. Western Union Telegraph closed at 45⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 20.	Jan. 4.	Jan. 10.
Consols	91⅞	92¼	92⅜
U.S. 5-20's of 1862	88¾	89⅜	89⅝
U. S. 5-20s, 1865	88½	89⅛	89¼
" " 1867	87¾	88¼	88¼
" 10-40s	87½	87¾	87¾
Erie	19	19½	18¾
Ill. Central	110	113½	114
At. and Gt. West	28¾	28½	28⅛

General Business has been more active in the line of domestic produce, and values have been quoted firmer, in several instances. Breadstuffs and Provisions closed buoyantly. Middling upland cotton closed on Wednesday at 15¼ cts. per lb. The stock of cotton now here is given at about 77,500 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,763,911 bales, against 1,413,034 bales same time in 1869–'70; exports same time 1,007,300 bales, against 749,800 bales same time in 1869–'70; stock on hand at latest dates, 558,500 bales, against 414,950 bales same date 1869. The exports of domestic cotton goods from this port, in 1870, were 14,482 pkgs., against 21,047 pkgs., in 1869. From Boston, 7,550 pkgs. in 1870, against 7,185 pkgs. in 1869.

At the Live Stock markets, this week, Beeves have been in liberal supply and limited request from 8½@16½c. per lb.; week's receipts, 6,661. Milch cows quiet at $40@$110 each, receipts, 82. Veal calves in slack demand at from 5@12c. per lb.; receipts, 993. Sheep have been in moderate request at from 4@7½c. per lb.; receipts, 23,576. Swine in better request at 6¾@7⅜c. per lb., all live weight; receipts, 20,773.

Foreign merchandise has been quiet, and less firm. The dry goods entries at this port, last week, were $1,446,507, making with the general merchandise imports a total of $3,541,829.

Ocean freights have been less active, lower, and irregular. For Liverpool we quote flour at 2s. 6d. by sail, and 2s. 10½d.@3s. by steamer per bbl.; grain at 6d. by sail, and 6d.@6½d. by steamer per bushel; cotton at ¼d. by sail and $\frac{5}{16}$@⅜d. by steamer per lb.; and heavy goods 17s. 6d.@30s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 569.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 10th, and since the beginning of the year:

	1870.	1871.
For the week	$3,518,756	$4,774,187
Previously reported	2,174,516	4,187,739
Since Jan. 1	$5,693,272	$8,961,926

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 78; do., 7s, 90; do., 7s, gold bonds, 93¾; South Carolina 6s, new, Jan. and July, 60⅝; do., April and Oct., 62; North Carolina 6s, Special Tax, 18; do., Fund Act 1866, 37½; Louisiana 6s, Levee bonds, 70; Arkansas 6s, Fund bonds, 57½; New York State 7s, Bounty Loan reg., 104½; Ohio 6s, 1881, 100½; Toledo, Wabash and Western consol. bonds, 82¼; North Missouri 1st mort., 83; Ohio and Mississippi consol. bonds, 85½; Buffalo, New York and Erie 1st mort., 90; Albany and Susquehanna 2d mort., 92½; Chicago and Northwestern Interest bonds, 92; Great Western (Ills.) 1st mort., 1888, 90½; Milwaukee and St. Paul 1st mort., Iowa Div., 85½; St. Louis and Iron Mountain 1st mort., 89½; Pacific R. R. 7s, guar. by Mo., 96; Galena and Chicago 1st mort., 100; do., 2d mort., 95; Tolodo, Peoria and Warsaw 1st mort. W. D., 83; Hannibal and St. Joseph 8s, conv., 104¾; New Jersey R. R., 120; Joliet and Chicago R. R.,

91; Rome, Watertown and Ogdensburg R. R., 124⅜; Western Union Telegraph, 45¾; Adams Express Co., 66⅜; Wells Fargo Exp., 37½; U. S. Exp., 35½; Am. Mer. Union Exp., 43; Brooklyn 6s, W. L., 93; Am. Dock and Imp. 7s, 95½; Quicksilver pref., 7½; Bates and Baxter gold, 0.28; Consol. Colorado, gold, 0.32; Consol. Gregory gold, 0.11; Central gold, 0.12.

Philadelphia.—Oil Creek and Allegheny River, R. R., 46¼; do., 7s, 80; West Jersey 7s, 97; Warren and Franklin 1st mort., 86; Phila., Wil. and Balt. R. R., 50¼; Belvidere Delaware 2d mort., 87; do., 3d mort., 85; Tenth and Eleventh streets R. R., 72; Pennsylvania Canal, 25; Pennsylvania R. R. Gen'l mort. reg., 95¾; Pennsylvania and New York Canal 7s, 91½; Chesapeake and Delaware Canal, 38; do., 6s, 93; Connecting R. R. bonds, 84¼; Phila. and Reading 6s, 1880, 97; Sunbury and Erie 7s, 102¼; Lehigh Nav. conv. loan, 78½; Phila. and Trenton R. R., 118; Shamokin Coal, 5½. The latest quotations are: City 6s, 100@100¼; do. free of tax, 100⅛@100¼; State 5s, coupon, 104@104; do. 6s, W. L., 104@—; do. 1st series, 101½@—; do. 2d series, 104@—; do. 3d series, 104¾@105; Reading, 49¾@49⅞; do., 7s, 1893, 104½@105; do. mort. 6s, 1880, 96½@97; Camden and Amboy, 120@121; do. mort. 6s, 1889, 94@—; do.. 1883, 94@95; do., 1889, 90@90; Penn. R. R., 62@62⅛; do. 1st mort., 100¾@101; do. 2d mort., 101¾@—; do. Gen'l mort. coupon, —@94; do. reg., 95@95¾; Little Schuylkill R.R., 42⅞@43; Morris Canal, 32½@40; do. pref., 70@77; do., 6s, 82@84; do., scrip 7s, 70@—; Susquehanna Canal, 6¼@8; do., 6s, 45@50; Schuylkill Nav., 8@8¼; do. pref., 15⅝@17; do., 6s, 1882, 73¾@74¼; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 90@90½; do. 5s, 57½@60; Lehigh Coal and Navigation, 33⅞@34⅛; do., 6s, 1884, 83½@84; do., R.R. Loan, 90@90½; do. Gold Loan, 87@87¼; North Pennsylvania, 47@47; do., 6s, 97@98; do., 7s, 93¼@93½; do. Chattle 10s, 113@—; Philadelphia and Erie, 26⅞@27; do., 6s, 91½@91⅝; Minehill, 51@51¼; Catawissa, 12@15; do. pref., 37¾@38; Lehigh Valley, 59¾@60; do., 6s, 95@96; do. 6s, reg., 101@103; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 54@56; Thirteenth and Fifteenth, 21⅛@21⅝; Spruce and Pine, 24@25; Green and Coates, —@45; Chestnut and Walnut, 44½@44¾; Hestonville, 16@16½; Union, 42@—; Germantown, 30@30½.

Boston.—Vermont Central 1st mort., 87¾; do. 2d mort., 39¼; Stanstead, Shefford and Chambly 7s, 1887, 84½; Missisquoi R. R. 7s, guar., 82¼; Vermont Central and Vermont and Canada 8s, 102½; Michigan Central R. R. 8s, 1890, 106½; Eastern R. R. 6s, 1874, 100½; do. 1889, 95; Cedar Rapids and Missouri 7s, 1916, 87; Ft. Wayne, Jackson and Saginaw 8s, 90¾; Phila., Wil. and Balt. 6s, 1887, 94; Kansas and Cameron R. R. 10s, 109; Jackson, Lansing and Saginaw R.R. 8s, 1885, 95¼; Boston, Clinton and Fitchburg R. R. pref., 70¾; Connecticut and Passumpsic Rivers R. R. pref., 87⅜; do. 6s, 95; Burlington and Missouri River R. R., 93; do. in Nebraska, 139¾; do. 8s, 94; Nashua and Lowell R. R., 147½; Indianapolis, Cincinnati and Lafayette R. R., 6; Rutland pref., 83; do. 7s, new, 80; Cincinnati, Sandusky and Cleveland R.R., 24; Mansfield and Framingham R. R., 48¾; Vermont Central, old, 30c.; Taunton Branch, 104; Norwich and Worcester R. R., 105; Cary Imp. Co., 8; Essex Co., 131; Waverly Land Co., 1⅜; Boston Water Power Co., 19⅞; Missouri 6s, 1874, 95; Massachusetts 5s, 1894, gold, 94; Boston 6s, 1880, currency, 101; do. 5s, 1878, 95⅛; do. 1882, 94½; do. 1886, 94¼; Cambridge 5s, 1882, 91¼; do. 1893, gold, 95½; Lynn 5s, 1882, 87¼; Portland 6s, 1887, 90⅞; do. 1886, 94⅝; Minneapolis 8s, 1910, 95½; Weymouth town 5s, 1875, 94; St. Louis County 7s, 1885, 96; Chicago 7s, 1894, 97¼; Bath 6s, 1886 89; Bangor 6s, 1894, 87¼.

Baltimore.—Virginia 6s, old, reg., 51; do. 1867, 56¼; Maryland Defense bonds, 102; Orange, Alex. and Manassas bonds, 76; Orange and Alexandria 4th mort. 8s, 79; do. 3d mort. 8s, 83; do. 2d mort. 6s, 74½; Pittsburg and Connellsville bonds, 90⅛; Virginia and Tennessee 8s, 79; Central Ohio R. R., 26. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@90⅛; Baltimore and Ohio, 135@140; do. 6s, 1875, 92@97; do. 1880, 95@95; do. 1885, 93½@94; Northern Central, 41¾@42; do. 6s, 1885, 90@92; do., 1900, 88½@89½; do. 6s, 1900, gold, 91@95; N. W. Va. 1st mort., 93½@96; do. 2d mort., 91@—; do. 3d mort., 1885, 88@94; Marietta and Cincinnati 7s, 1892, 93¾@94; do., 2d mort., 77@77½; Central Ohio, 25¾@26; do. 1st mort., 85½@87; Western Md. 6s, 1890, 76@80; do., guar., by Baltimore City, 93¾@95; do. 2d mort., guar., —@86; do. 6s, pref., 55@60; do. 6s, guar., by Washington Co., 78@82; Richmond and Danville bonds, 74¾@76; Orange and Alexandria 1st mort., 6s, 81@—; do., 2d mort., 6s, 74¼@76; do. 3d mort., 8s, 83@84; do. 4th mort., 8s, 77@79; Orange, Alex. and Manassas 7s, 75¼@76; Virginia and Tennessee 8s, 79@80; do., 6s, 1st mort., 80@81; do. 6s, 2d mort., 74¼@—; Baltimore 6s, 1875, 94@95; do. 1884, 92@—; do., 1886, 91½@92; do., 1890 93@93¼; do., 1893, 95@97; do., 1900, 92@93¼; do. 5s, 1838-'70, 75@80; Memphis City 6s, 49@53; Maryland Defense Loan, 1883, 101⅛@102; City Passenger R. R., 19@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.00.

Railroad Bridge at Parkersburg.

The bridge connecting the Baltimore and Ohio and the Marietta and Cincinnati Railroads over the Ohio river at Parkersburg was completed and the first train passed over it on Saturday last. The masonry and superstructure are said to be of the most superior character, and the bridge is one of the largest and most substantial in the country. Its height above low water mark is 90 feet, while its length exceeds 4,100 feet. The two centre or channel spans are each 350 feet in length. The whole number of spans is 42. Its cost exceeds a million of dollars. By the completion of this structure the method of transferring by boat between Parkersburg and Belaire is dispensed with, and passengers and freight are transported directly through from Baltimore to Cincinnati and points beyond, without change of cars or break of bulk.

☞ Joseph E. Brown has been elected President, E. W. Cole Superintendent, Mr. Smith Treasurer, and E. G. Cobin Assistant Treasurer of the Western and Atlantic Railroad Co.

☞ The Stockton and Copperopolis (Cal.) railroad has been completed for a distance of seven miles.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Jan. 2, 1871.

The subjoined table will show the gross earnings and operating expenses of the main line of the CENTRAL PACIFIC RAILROAD (Salt Lake to San Francisco), and the number of miles operated in each year, from the commencement to the present time:

	Miles operated.	Gross earn'gs.	Oper. expenses.
1865..	31 to 56	$401,941 92	$121,669 53
1866..	56 to 94	864,917 57	200,710 61
1867..	94 to 137	1,470,653 50	330,913 33
1868..	137 to 468	2,300,767 17	843,066 54
1869..	468 to 742	5,670,822 25	2,993,423 19
1870..	742 to 900	7,920,710 98	4,060,564 95
Total.....		$18,629,813 39	$8,550,548 15

The net earnings, interest liabilities, and surplus earnings for the same period were:

Net earnings.	Interest on outstanding bonded debt.	Surplus of net earnings over interest.
$10,079,265	$4,184,221	$5,895,042

From the foregoing it will be seen that the Central Pacific Railroad has earned, in six years, more than $10,000,000 net over operating expenses, and nearly $6,000,000, over operating expenses and interest on its bonds; while, during four years and a half of that time, the road was under construction, without through business, and, for the first three years, with less than 100 miles in operation.

Of the earnings for 1870, at least 65 per cent. was local business.

The security of the principal, and the assurance of regular and prompt payment of interest which are afforded in the valuable property and immense revenue of the road, render the Central Pacific bonds as safe and reliable an investment as can be made.

We deal in them the same as in Government Bonds; they are daily quoted on the regular call of the New York Stock Exchange, and of several of the most important Stock Exchanges of Europe, and can be as readily sold at quoted market price as the bonds of the United States Government.

We buy and sell Government Bonds, Gold, &c., make collections, receive deposits, allow interest thereon, and do a general Banking business.

FISK & HATCH.

No. 20 WALL-ST., NEW YORK, Jan. 2. 1871.

In connection with the house of
JAY COOKE, MCCULLOCH & CO.,
No. 41 Lombard-st., London,
We are prepared to purchase and sell
STERLING EXCHANGE,
To issue
COMMERCIAL CREDITS AND CIRCULAR LETTERS FOR TRAVELERS *available in all parts of the world*,
TO EXECUTE ORDERS IN SECURITIES,
To make
CABLE TRANSFERS OF MONEY,
And to transact any business pertaining to an
AMERICAN BANKING HOUSE IN LONDON.

JAY COOKE & CO.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

Commerce of New York.

The foreign imports at New York for the month of November, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$11,015,790	$14,004,294
Do. for warehousing....	6,913,527	9,886,963
Free goods.....	1,151,880	1,491,905
Specie and bullion.....	156,286	2,734,075
Total entered at port...	$19,237,483	$28,117,237
Withdrawn fr. wareh'use	7,818,234	6,325,530

The foreign imports at New York for the eleven months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$143,354,438	$158,014,497
Do. for warehousing...	115,419,499	110,186,682
Free goods.....	13,641,830	12,666,091
Specie and bullion.....	15,475,681	11,533,106
Total entered at port...	$287,891,458	$292,400,376
Withdrawn fr. wareh'se	102,489,184	106,063,953

The revenue from customs at New York for eleven months from January 1, were:

	1869.	1870.
1st quar.....	$34,640,194 91	$33,568,250 47
2d quar.....	28,827,215 03	34,013,560 63
3d quar.....	35,865,913 58	39,853,870 39
In Oct.....	10,554,660 92	11,161,364 60
In Nov.....	8,540,788 60	9,017,823 32
Eleven months...	$118,428,773 04	$127,614,869 41

The exports from New York to foreign ports in the month of November, were:

	1869.	1870.
Domestic produce.....	$16,836,617	$24,125,836
Foreign free goods.....	44,159	1,963
Do. dutiable.....	512,226	785,553
Specie and bullion.....	1,126,845	4,896,257
Total exports	$18,519,847	$29,809,609
Do. exclusive of specie.	17,393,002	24,913,352

The exports from New York to foreign ports for eleven months from January 1, were:

	1869.	1870.
Domestic produce.....	$169,984,602	$166,566,411
Foreign free goods....	371,227	336,763
Do. dutiable	6,312 010	9,202,233
Specie and bullion.....	30,375,549	56,240,596
Total exports.....	$207,043,388	$232,346,008
Do. exclusive of specie .	176,667,839	176,105,407

☞ The following gentlemen have been elected directors of the Cleveland and Pittsburg R. R. Co., for the ensuing year: J. N. McCullough, Wellsville; G. W. Cass, Pittsburg; J. H. Deveeux, R. F. Smith, Cleveland; Jay Gould, James Fisk, Jr., Wm. M. Tweed, Peter B. Sweeny, L. D. Rucker, Hugh Smith, Henry Harley, New York; Thos. A. Scott, Philadelphia.

☞ The following gentlemen have been elected directors of the Lowell and Lawrence R. R. Co: Sidney Spaulding, Otis Allen, Isaac Farrington, Joshua W. Daniels, William E. Livingston, Alfred Livingston, John F. Kimball. President, Sidney Spaulding; Treasurer, F. H. Nourse.

☞ The following gentlemen have been elected directors of the Winterport R. R. Co.: Charles E. Dole, Loomis Taylor and Charles Hamlin, of Bangor; T. H. Cushing, Winterport; Lathley Rich, Boston; James T. Sanford, New York, and Gideon Mayo, Orono.

☞ The Attleborough Branch of the Boston and Providence railroad, about four miles in length, has been completed and opened for business.

Journal of Railroad Law.

RAILROAD COMPANIES—DEATH BY NEGLIGENCE—RECIPROCAL DUITES OF COMPANY AND PERSONS CROSSING TRACK.

The facts of the late case of The Lehigh Valley Railroad Company *vs.* Hall (61 Penn. 361) are fully and clearly stated in the following able opinion by

WILLIAMS, J.—There are ten specifications of error in this case, nine of which relate to the charge of the Court, and one to the admission of the testimony of Harrison Bietler, to prove the marriage of the plaintiff below with the deceased. The testimony of Bietler, showing that the parties lived together as man and wife, and that they were treated and recognised as such by the neighbors was properly received. Marriage is regarded in this State as a civil contract, and is provable in all civil actions by cohabitation, reputation, acknowledgement of the parties, reception of the family, and any other circumstances from which it may be inferred.

The charge which is the basis of the other assignments, is not properly on the record. No exception was taken to it, nor was the court asked to reduce it to writing, and file it at the time of the trial. It was filed as the presiding judge certifies, at the request of the counsel of the defendants below, made more than seven months after the verdict was rendered, and a month after judgment was entered thereon, and without any bill of exceptions being sealed thereto. As the charge has not been brought upon the record in either of the modes provided by law, Wheeler *vs.* Winn 3 P. T. Smith 122, it is not properly before us, and this would be a sufficient reason for disregarding the assignments of error and affirming the judgment. But if it had been made part of the record, no sufficient grounds have been shown for a reversal of the jugdment.

On the trial, the counsel of the railroad company submitted a number of points, all of which the court affirmed, and in the general charge laid down the law in strict accordance with the principles stated in the points, and submitted the question arising thereon under the evidence with great fairness and impartiality, to the jury.

Under the instruction of the court the jury found that the deceased was killed on the street, while lawfully crossing the railroad, and that his death was the result of carelessness on the part of the company's agents in charge of the train, without concurrent negligence on his part. The company now complains that the court erred in submitting these questions to the jury, and insists that it ought to have instructed them, that there was no proof that the deceased conducted himself with ordinary care in crossing the railroad and no evidence that would warrant the inference that his own negligence did not contribute to his death; and that in the absence of affirmative proof of the exercise of proper care on his part, the plaintiff below was not entitled to recover. But the court was not asked to withdraw the case from the jury by a binding direction that there could be no recovery under the evidence, and it would have been error to have given any such instruction if the request had been made.

The evidence showed that the railroad crossed Linden street, near its intersection with Front street with a double track; that the deceased was last seen alive coming down Front some distance above Linden street; that he was found dead on the railroad, lying between the rails of the eastern track about fifty feet above Linden street; that there were marks of blood on the outside or eastern rail at the crossing on Linden street. The accident occurred between 7 and 8 o'clock in the evening and the night was dark. Two coal trains belonging to the company, one coming down and the other going up passed each a square or two below Linden street; the down train had a head light, the up train, by which the deceased was killed, had no head light, and gave no warning of its approach by bell, whistle or other signal as it passed through the town. It was running at the usual rate of speed, and must have reached Linden street crossing just after the down train had passed over it.

Under the evidence, it is clear that the case could not have been withdrawn from the jury. It was their province to deal with the facts, and to draw from them the proper conclusions. The court could not assume that the deceased was a trespasser on the railroad, and had no right to be where he was at the time he was struck by the passing train. Nor could it assume that his own negligence contributed to his death, and that it was not occasioned by the negligence alone of the company's agents in charge of the train. If there were blood marks on the rail on Linden street, might not the jury properly infer that the deceased was killed while crossing the railroad at that place, and as it was a public street, that he was rightfully there? And if the train was running without a head light, and without giving any other notice or warning of its approach, might not the jury infer that his death was occasioned by the recklessness of the company's agents in thus running the train, rather than by any want of care on his part in not observing it in time to avoid danger? It is true that it was the duty of the deceased, before he attempted to cross the railroad, to stop and look both ways, and listen for approaching trains, but it does not follow that there can be no recovery for his death, in the absence of direct and positive evidence that he observed these precautions. Nor does it follow that he failed to observe them because he was struck by the passing train.

How could he distinguish the noise of the train which went down with a head light from that of the train which was coming up; and what reasons had he for supposing that a train was coming up at that hour without a head light, or signal of any kind? Where one is killed by such negligence as shown in this case by the agents in charge of the train, the law will not presume in the absence of proof that his own negligence contributed to his death. If the court had charged that the legal presumption in such case is, that the deceased was guilty of concurrent negligence, and that there could be no recovery for his death, without affirmative proof that he exercised due and proper care in crossing the railroad, and that he observed all the requisite precautions before he attempted to set his foot upon the track, it would have been an error.

The plaintiff in error, then, as we have endeavored to show, has no reason to complain of the charge; it was as favorable as the company had any right to expect. Whether a wife is en-

titled to recover as damages for the death of her husband only the difference between the worth and the value of her services and of the support which she would be entitled to receive from her husband, as the court charged in this case, it will be time enough to consider when the question arises.

Judgment affirmed.

Railroads in Maine.

At the close of the year 1870, Maine had in operation 780 miles of railroad, 78 miles of which were put in operation during the year. The exact cost cannot be stated with entire accuracy, but the sums expended on the completed lines will exceed $25,000,000. In addition to this expenditure, for completed roads, a large sum has been laid out in extending other lines now in progress, the Portland and Rochester road beyond Springdale, the Portland and Ogdensburg road north of Baldwin, the Maine Central extension from Danville to Cumberland, the Knox and Lincoln road between Bath and Rockland, the Somerset road from West Waterville to Solon, the European and North American Railway from Mattawamkeag to the Brunswick line. The roads in progress, will add 184 miles of new line, and probably, during the present year—so that at the close of 1871, we may expect an aggregate of 964 miles of completed railway within the State of Maine costing $33,000,000 and over. It may be of interest to give a list of our railroads, with their length and cost of construction.

	Miles.	Cost.
Androscoggin	70¼	$1,252,677
Atlantic and St. Lawrence	149	7,645,089
Calais and Baring	6	266,160
Gt. Falls and South Berwick	6	170,000
Dexter and Newport	15	300,000
E. and N. A. Railway Co.	58	2,500,000
Lewey's Island	16	385,000
Machiasport	8	120,000
Maine Central	110	4,212,401
Portland and Kennebec	109	3,894,965
Portland and Oxford Central	28½	450,000
Portland and Rochester	36	about 1,200,000
Portland and Ogdensburg	34	" 1,000,000
P., S. and Portsmouth	51	1,500,000
Belfast and Moosehead Lake	35	910,000
Bangor and Piscataquis	40	950,000
Houlton Branch	8	200,000
	780	$26,896,292

Lines in Progress:

Portland and Rochester	16
Portland and Ogdensburg	16
Somerset	34
Maine Central extension	18
Knox and Lincoln	46
E. and N. A. Railway	54
	184

Charters have been granted for the Portland and Rutland, now Portland, Rutland, Oswego and Chicago Railway Company, and the Penobscot River Railway Company, the construction of which are soon to be entered upon. Many new charters are to be applied for the present year, principally connecting links proposed between existing lines.

The Saco River Railroad Company has been organized to construct a line from the water at Saco, up the Saco river. The Portland, Rutland, Oswego, and Chicago Railway Company have recently organized, surveyed this line from Portland harbor to the State line of New Hampshire, a distance of 40 miles, the location of which was filed in 1870, in the counties of Cumberland, York and Oxford.

The aligument of this road runs due west from Portland to the Saco River, thence northwest to the valley of the Ossipee, striking the line of New Hampshire at Freedom, by the cheapest route, over which any line of equal length has been located in the State.

It is in contemplation to enter upon the construction of this line, as soon as the arrangement is perfected for the formation of a through line to Oswego. The charter granted at the last session of the Legislature of Maine, authorizing the formation of a single company for this purpose from Portland west, across the States of Maine, New Hampshire, Vermont and New York, and the necessary legislation has been secured, and companies formed for the entire distance, except from Fort Ann to Oswego, and for this portion means have been taken to form the New England and Oswego Railroad Company, the preliminaries having been agreed upon.

This line though extending in other States like the Atlantic and St. Lawrence Railroad, is a portion of the Maine system of roads, as is also the Nashua Extension which is to be a part of the Portland and Rochester line, and the Ogdensburg road as built beyond the State boundry. A line of railway is contemplated from some point on the line of the E. and N. A. Railroad to Houlton, and to the northern boundry of the State at the St. John river, but further legislation may be required before the work is entered upon.

The recent movements to introduce Swedish Immigrants into Northern Aroostook has called attention to the valuable lands in Northern Maine, which hold out attractions for settlement beyond any now offered in Minnesota, or any other western State, and no doubt the present Legislature will look carefully into this question of railroads and immigration as effecting the settlement of the country.

There are several railroad projects in this State, for which charters have been secured, the International railway from Milford to Calais,—the Penobscot and Union River railroad from Bangor to Ellworth, the Androscoggin Valley railroad from Lewiston to Rumford, the Andover railroad from Bryants Pond to Umbagog Lake, with several lines of less importance,—upon none of which are there any movements looking to their construction.

Maine has as much territory as the five New England States; which have 3,557 miles of railroad in operation, and are still at work constructing new lines,—and the sperit now manifested, by the people of the State, renders it certain that the work of constructing railroads, is to go on hereafter, at an accelerated pace.—*Portland Argus.*

☞ The Lewiston *Journal* says that Managing Director Brydges, of the Grand Trunk Railway, will at once co operate with the building of the proposed railroad from the Grand Trunk to connect with the Androscoggin Railroad. It is proposed to lay three rails, for wide or narrow gauge.

☞ Through trains are now running on the Nova Scotia railway between Halifax and Amhurst via Truro, there connecting with trains on the European and North American railway for Shediac and St. John, N. B.

☞ Trains are now running on the Pittsburg and Connellsville railroad from Cumberland to Bridgeport. The work on the unfinished portion of the road is progressing rapidly.

☞ The Detroit and Milwaukee and Great Western Railway of Canada have guaranteed the bonds of the Port Huron and Lake Michigan railroad, which insures its speedy completion.

☞ A contract to extend the track of the Atlantic and Pacific road from Neosho sixty miles into the Indian territory, has been awarded to Mr. Judson.

☞ The Illinois Central Railroad company have declared a dividend of five per cent, *in gold*, payable January 30, 1871.

MIDLAND BONDS

IN DENOMINATIONS OF

$100, $500 and $1,000.

These favorite SEVEN PER CENT. GOLD BONDS are secured by a first mortgage on the great Midland Railroad of New York, and their issue is strictly limited to $20,000 per mile of finished road, costing about $40,000 per mile. Entire length of road, 345 miles, of which 220 have been completed, and much progress made in grading the remainder.

RESOURCES OF THE COMPANY.

FULL PAID STOCK SUBSCRIPTIONS, ABOUT	$6,500,000
SUBSCRIPTIONS TO CONVERTIBLE BONDS	600,000
MORTGAGE BONDS, $20,000 PER MILE ON 345 MILES	6,900,000
TOTAL	$14,000,000

EQUAL TO $40,000 PER MILE.

The road is built in the most thorough manner, and at the lowest attainable cost for cash.

The liberal subscriptions to the Convertible Bonds of the Company, added to its other resources, give the most encouraging assurance o. the early completion of the road. The portion already finished, as will be seen by the following letter of the President of the Company, is doing a profitable local business:

NEW YORK, Dec. 2, 1870.

Messrs. George Opdyke & Co., New York:

GENTLEMEN.—Your favor of the 1st inst., asking for a statement of the last month's earning of the New York and Oswego Midland Railroad, is at hand. I have not yet received are port of the earnings for November.

The earnings for the month of October from all sources were $53,709 17, equal to $524,510 04 per annum on the 147 miles of road, viz: Main Line from Sidney to Oswego, 125 miles; New Berlin Branch, 22 miles.

The road commenced to transport coal from Sidney, under a contract with the Delaware and Hudson Canal Company, in the latter part of November. The best informed on the subject estimate the quantity to be transported the first year at not less than 250,000 tons, while some estimate the quantity at 300,000 tons. This will yield an income of from $375,000 to $450,000 from coal alone on that part of the road.

Taking the lowest of these estimates, it gives for the 147 miles a total annual earnings of $899,510 04. The total operating expenses will not exceed fifty per cent., which leaves the net annual earnings $449,755 02, which is $214,555 02 in excess of interest of the bonds issued thereon.

I should add that the earnings from passengers and freight are steadily increasing, and that, too, without any through business to New York. Yours truly,

D. C. LITTLEJOHN, President,
N. Y. and O. Midland Railroad Co.

The very favorable exhibit presented in the foregoing letter shows that this road, when finished, with its unequaled advantages for both local and through business, must prove to be one of the most profitable railroad enterprises in the United States, and that its First Mortgage Bonds constitute one of the safest and most inviting railroad securities ever offered to investors.

For sale, or exchanged for Governments and other current securities, by

GEORGE OPDYKE & CO.,
NO. 25 NASSAU ST.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Jan. 3, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

110,643.—Alarm for Locomotive Engines, Reed A. Filkins, North Adams, Mass.

110,647.—Hand Hole Cap for Steam Boilers, Wm. W. Graham, Boston, Mass.

110,668.—Hot Water Feeder for Steam Boilers, John H. Mills, Boston, and John Howarth, Salem, Mass.

110,717.—Car Wheel Mold, William E. Worth, San Francisco, Cal.

110,723.—Car Replacer, David H. Ball and John Brooks, Sinnahoning, Pa.

110,724.—Grain Dumping Car, Leonard Bammerlin, Massillon, Ohio.

110,741.—Automatic Car Coupling, David P. Cory, Crawford, N. Y.

110,746.—Railway Car Seat, William Crandell, Westfield, N. Y.

110,753.—Feed Water Pipe, John Doyle, Baltimore, Md.

110,776.—Car Coupling, Joseph Mount, Monroe township, N. Y.

110,779.—Casting Car Wheels, Chandler Needham, Worcester, Mass.

110,780.—Car Starter, William H. Newton, Newport, R. I.

110,797.—Railway Rail Chair, Wm. H. Staats, Crescent, N. Y.

110,803.—Railroad Car Ventilator, Clark P. Tillinghast, Providence, R. I.

110,808.—Railway Switch, William Wharton, Jr., Philadelphia, Pa.

REISSUE.

4,224.—Securing Railway Rail Joint, Lyman Fay, Worcester, Mass., assignor to Joseph M. Rice, same place, and Daniel Pratt, New York. Patent No. 35,597, dated June 17, 1862.

☞ The following gentlemen have been elected directors of the Cincinnati and Indianapolis Junction R. R. Co., for the ensuing year: Lewis Worthington, Wm. Woods, J. M. Donohue, J. A. Frazer, C. J. Acton, of Cincinnati; J. M. Ridenour, of Indianapolis, and A. H. Campbell, of Liberty, Ind. President, Lewis Worthington; Secretary and Treasurer, M. H. Coates.

☞ The Oshkosh and Mississippi Railroad Company, it is announced, has secured money enough to build its road from Oshkosh to Ripon, and it is expected that portion of the road will soon be constructed.

☞ The railroad connecting Winona with the Milwaukee and St. Paul railroad, near LaCrosse, has been completed, and is now open for business. A temporary bridge has been built at Winona over the Mississippi river.

☞ The Lehigh Valley R. R. Co., has leased the Southern Central Railroad of New York, extending from Sodus Bay, Lake Ontario, to Athens, Pa., and will operate it in connection with their line."

☞ The Augusta (Ga.) *Chronicle*, says that the survey of the projected road to connect Macon and Knoxville, has been commenced. It is understood that the contemplated line will pass near Lawrenceville, Gwinett county.

☞ The Winona *Republican* mentions the completion of the Winona Eastern Connection Railroad, and of the St Paul and Winona Railroad to Weaver, a short distance above Minneiski.

☞ The Board of Directors of the Cold Water and Lake Michigan railroad have accepted the terms of consolidation with the Cold Water and Michigan railroad.

☞ The Hoosac Tunnel has been completed 2 7-12 miles, leaving 2 2-12 miles to be penetrated.

HOME INSURANCE COMPANY OF NEW YORK.

Office, No. 135 Broadway.

Cash Capital - - -	**$2,500,000 00**
Assets - - - - - -	**4,578,008 02**
Liabilities - - - -	**199,668 71**

THE DIRECTORS HAVE THIS DAY DECLARED A DIVIDEND OF

FIVE PER CENT.,

payable on demand, free of Government Tax.

J. H. WASHBURN, Secretary.

NEW YORK, Jan. 10, 1871.

NOTICE.

Railway Companies and others interested in the construction of Iron Bridges—will please take notice that J. J. R. RANDALE, formerly of Springfield, Mass., is not an Agent of ours, nor is he in any way connected with our works.

CLARKE, REEVES & CO.

Philadelphia Dec. 20, 1870.

Steele's Feather Dusters

FOR RAILROAD USE.

OUR **Extra** CAR **Duster,** made very strong and full of selected Ostrich Feathers, is the most durable and economical brush for Railroad Car use.

Car Washers, AND 300 varieties of Dusters adapted to the use of Stores, Offices and Dwellings, all of the superior quality that has characterized our Dusters for 35 years past, at low prices. Price List on application.

STEELE & CO., Manufacturers,
3 Park Row, opposite Astor House, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 7, 1871.

A DIVIDEND OF FIVE PER CENT., in gold, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 30th day of January inst., to the holders of full paid shares registered at the close of the 14th day of January inst., after which date, and until the 4th day of February next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

PHILLIPSBURG Manufacturing Company.

MANUFACTURERS OF

Hot Pressed Nuts ⅞x⅞ for ⅞ Bolts to 3½x2 for 2 in. Bolts either Square or Hexagon.
Bridge and Truss Bolts ⅞ in. to 3½ in. in diameter any length with upset ends.
Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
Car Forgings, Car Trucks, and Iron work for Cars in general.
Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.
Railroad Splice Bolts and Fish Plates.

PHILLIPSBURG,
Warren Co., N. J.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.,

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, ***made to Order.***

JAS. R. THOMPSON, J. H. GAUTIER, D. G. GAUTIER, B. ILLINGSWORTH, H. DICKINSON. } Late of Pompton & Ætna Steel Works

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,

Mathematical & Engineering Instrument Manufacturers,

AT THEIR OLD LOCATION,

43 NORTH SEVENTH STREET,

PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

WILLIAM R. TAYLOR,

Kings Co. Steam Boiler Works,

MANUFACTURER OF

High & Low Pressure Steam Boilers,

TANKS, GASOMETERS, SUGAR PANS, COOLERS,

OIL STILLS & OIL TANKS,

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BARTHOLOMEW HOUSE, BANK, LONDON,
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NO. 62 BROADWAY, NEW YORK.

RAILROAD IRON.

In Ports of New York and New Orleans.

Bills of Exchange on London and circular Notes in amounts to suit remitters or travelers.

A CIVIL ENGINEER and Builder with Capital is open for an engagement in the South or West. Address FRENCH, R. R. Journal Office.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.

Wilkes-Barre, Pa.

A. W. RHOADS. N. H. CAMP

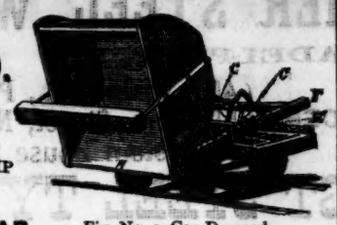

Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, *A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.*

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

MANUFACTURERS' AGENTS

FOR THE SALE OF

American & Foreign Rails,

STEEL OR IRON

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Railway & Machinists' Supplies

OF EVERY KIND.

Locomotive and Mining Engines, Narrow Gauge Cars, and Engines, Freight, Box & Passenger Cars, &c.

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Commercial Paper,
Sterling Exchange,
Government Securities, &c.

AND TRANSACTS

A General Banking Business.

Loans Negotiated and Investments Made on Favorable Terms.

Orders for Stocks and Gold carefully executed at the Regular Boards.

Prompt Attention given to every Branch of the Business.

MERCANTILE LOAN

AND

WAREHOUSE COMPANY

Safe Deposit Vaults

FOR

Bonds, Gold & Silver Plate,

&c.,

EQUITABLE BUILDINGS,

Cor. Cedar St. & Broadway.

DRAWING MATERIALS.

TRACING CLOTH, DRAWING PAPERS AND Mathematical Instruments for Architects, Engineers, etc.

KEUFFEL & ESSER,
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Catalogues sent on application.

CHAS. J. PUSEY,

78 BROADWAY,

NEW YORK.

American & English Rails,

LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,

SOLE AGENT FOR

Atkins Bros' Pottsville Rolling Mills.

Special attention given to filling orders for Small *T and Street Rails*, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired.

P. O. Box 5222.

VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

VOLUTE

RUBBER CENTER SPIRAL,

Compound Spiral,

INDIA RUBBER,

DINSMORE SPIRAL

AND OTHER

Railway Car Springs,

No. 1 Barclay Street,

NEW YORK.

No. 15 La Salle Street,

CHICAGO.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf **18 William street.**

PETER W. KUMBEL,

(Successor to WM. KUMBEL & SON,)

MANUFACTURER OF

LEATHER BELTING,

27 Ferry St., New York.

D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes ch' on commission. Advances made on consignments.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

PROCLAMATION of the SALE of the HOUSTON TAP AND BRAZORIA RAILROAD, by the Governor of the State of Texas, in the name and by the authority of the State of Texas.—Whereas, The railroad company known as that of the "Houston Tap and Brazoria Railroad" is largely indebted to the School Fund of the State of Texas, for principal and interest of the Special School Fund loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the Special School Fund in the bonds of railroad companies incorporated by the State," and the amendments thereto, which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas under said act and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the School Fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on WEDNESDAY, the 15th day of February, A. D. 1871, cause to be sold the said "Houston Tap and Brazoria Railroad," and the charter rights of said company, including the road-bed, right of way, grading, bridges, iron rails, equipments and masonry, and all the stock subscribed for in said company, all the depots and depot stations, and all the property owned by said company as necessary to its business—said railroad being about (50) fifty miles long.

Such sale to take place, at public auction, on said (15th) fifteenth day of February, A. D. 1871, at the door of the Capitol of the State at Austin, between the hours of 10 m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the School Fund, should no cash bid be made sufficient to cover the principal and interest due on the School Fund.

In testimony whereof I have hereunto signed my name, and have caused the great seal of the State to be
[L. S.] affixed, at the City of Austin, this 12th day November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J DAVIS, Governor.

By the Governor: JAMES P. NEWCOMBE, Secretary of State.

PROCLAMATION of SALE of the TEXAS AND NEW ORLEANS RAILROAD—By the Governor of the STATE OF TEXAS—In the name and by the authority of the State of Texas—Whereas, The railroad company known as that of the "Texas and New Orleans Railroad" is largely indebted to the school fund of the State of Texas, for principal and interest of the special school fund, loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the special school fund in the bonds of railroad companies incorporated by the State," and the amendments thereto—which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas, under said acts and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August, 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the special school fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness:

Now, therefore, be it known, that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on TUESDAY, the 14th day of February, A. D. 1871, cause to be sold the said "Texas and New Orleans Railroad," and the charter rights of said Company, including the road-bed, right of way, grading, bridges, iron rails, equipments, and masonry, and all the stock subscribed for in said Company, all the depots and depot stations, and all the property owned by said Company as necessary to its business—said railroad being about one hundred and eight (108) miles long.

Such sale to take place, at public auction, on said 14th day of February, A. D. 1871, at the door of the Capitol of the State, at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the school fund, should no cash bid be made sufficient to cover the principal and interest due the school fund.

In testimony whereof, I have hereunto signed my name, and have caused the great seal of the State to be
[L. S.] affixed at the City of Austin, this 12th day of November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

By the Governor: JAS. P. NEWCOMB, Secretary of State.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

THE

WILLIAM BUTCHER STEEL WORKS,

OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres't.
WM. BUTCHER, Gen'l Supt.
H. P. RUTTER, Sec'y & Treas.

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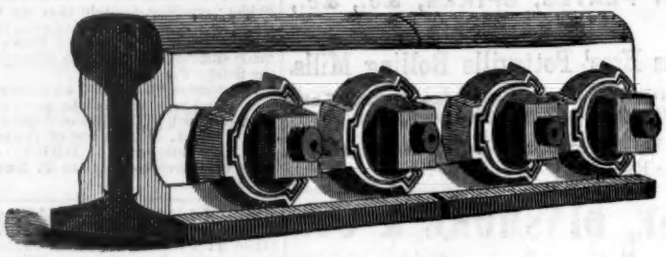
PATENT COMPENSATING FISH-JOINT,



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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture: and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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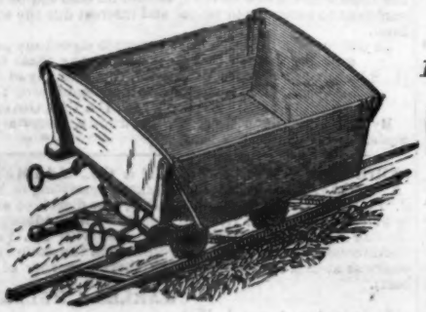

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Departure of 20th every month will touch at San Jose Guatemala.

Steamer AMERICA will leave San Francisco Feb. 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. THURSDAY, Jan. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on WEDNESDAY, Jan. 18, only.

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